

CITY OF TEMPE



Report on Neighborhood Circulator Program Expansion

For Neighborhoods North of US 60

Prepared for

**Mayor and Council
Issue Review Session
June 28, 2007**

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EXECUTIVE SUMMARY

In 1996, Tempe voters passed a dedicated sales tax to fund transit improvements, including neighborhood circulator bus routes. This report provides information on the public involvement process, responses to residents' questions, and staff recommendations on the modification of the existing Neighborhood Flash and the addition of new neighborhood circulator routes.

Public Involvement - Since 2005, staff organized and/or presented to thirty-three (33) public planning meetings. Throughout this process, circulator routes in each area evolved as staff listened to residents' thoughts, opinions, and ideas. The three major methods for public input during this process included: submitting official public comments to city staff, participating in a professionally administered telephone survey, and participating in an "opt-in" web-based survey.

Although opinion varies in some areas, the process revealed strong support to expand the neighborhood circulator program. As the only statistically significant method through which public input was collected, the WestGroup Research Telephone Survey (Appendix B) notes:

When compared to responses from other surveys that evaluate support for various city and state measures that are brought before the public for a vote, the percentage of the population in support of circulator service reported in this study, in the area or on the streets, represents strong, widespread support for neighborhood circulator (p. iv).

Route Recommendations - Based on public input, overall levels of support, operational evaluation, and potential for maximum ridership, staff recommend the following modifications to the existing Neighborhood Flash and neighborhood circulator route expansions:

- July 23, 2007: Modify Eastside - Escalante (pg. 15)
- July 23, 2007: Modify and expand Westside - Fifth Street/Beck/Roosevelt (pg. 15)
- Sept. 2007: Implement North Tempe (pg. 15)
- Nov. 2007: Implement Country Club Way/Evergreen (pg. 15)
- Jan. 2008: Implement College/Dorsey Alternative 1 (pg. 20)

Response to Residents' Questions - Staff acknowledge the concerns related to safety and quality of life expressed by some College Avenue corridor residents. Pages 11-14 represent an effort to address those concerns and pages 20-28 present five alternatives with respect to College Avenue which reflect a concerted effort to address residents' concerns while also being responsive to residents who strongly support this program.

Of the concerns raised, the two most often cited were related to the possibility of ASU students parking on residential streets in order to catch the neighborhood circulator and the safety of bicyclists and pedestrians. Summarized below are possible solutions to these matters:

Parking on Residential Streets

Although staff believe the probability is small that ASU students will misuse our residential streets due to the existence of ASU's free bus pass program, to further minimize this potential, staff will seek a change in the city's policies on permit parking. This change will allow residents to utilize this program in anticipation of a coming parking problem, rather than in response to one, which is the basis of the current policy.

Safety of bicyclists and pedestrians

Since 2001, the existing Neighborhood Flash has achieved an excellent record of safety. In its daily interaction with cars, bicyclists, and pedestrians amid the city's most dense residential areas, the Neighborhood Flash has demonstrated it can safely transport kids to school, ASU student residents to campus, seniors to multi-generational centers, and people of all ages to downtown Tempe. Yet College Avenue poses a unique challenge due to the level of bicycle traffic **combined with** the presence of two public schools directly across from each other. For this reason, and with input from school district representatives, staff recommend that a circulator route on College Avenue observe a "NO STOP" zone between Aepli and Broadmor drives.

Additional measures taken prior to implementation of each new route will include:

- Providing advanced program of driver safety, security, and sensitivity training.
- Developing outreach plan for homeless individuals observed to be over-using service.
- Coordinating with school district representatives to discuss safety and logistics adjacent to all schools served by a neighborhood circulator.
- Providing bicycle and pedestrian safety materials to schools

INTRODUCTION

In 1996, Tempe voters passed a dedicated sales tax to fund transit improvements, including neighborhood circulator bus routes. A neighborhood circulator is a small mini-bus that is intended to serve residential areas, allows residents to access the service through “flag stops”, and connects them to destinations such as downtown Tempe and ASU; community facilities, including schools and multi-generational centers; shopping areas; local & express bus routes, as well as light rail; and other neighborhoods.

Tempe’s first neighborhood circulator route, the Neighborhood Flash, was implemented in April 2001 following an extensive public involvement process. Connecting the Escalante neighborhood with Fifth Street neighborhoods while serving downtown Tempe/ASU, ridership on the Neighborhood Flash reached 775,886 boardings in 2006 (a 67% increase over 2002).

Planning Areas - The following areas were the focus of service expansion planning.

- *Eastside – Escalante*: neighborhoods north of Apache Boulevard, south of University Drive between Rural Road and the Tempe border with Mesa. Note that this area is served by the *Neighborhood Flash*.
- *Westside –Fifth Street/Beck Avenue/Roosevelt Street*: neighborhoods west of Mill Avenue, east of Priest Drive between Rio Salado Parkway and Broadway Road. Note that Fifth Street is currently served by the *Neighborhood Flash*.
- *North Tempe*: neighborhoods north of the Town Lake in Tempe.
- *Country Club Way/Evergreen Road*: neighborhoods west of the Tempe border with Mesa, east of McClintock Drive between Apache Boulevard and the US 60.
- *College Avenue/Dorsey Lane*: neighborhoods east of Mill Avenue, west of McClintock Drive between Apache Boulevard and the US 60.

PUBLIC INVOLVEMENT PROCESS

Since 2005, staff organized and/or presented **to thirty-three (33) public planning meetings**. The purpose of the very first neighborhood planning meetings in 2005 was to gauge interest in the program and gather information. Throughout this process, circulator routes in each area evolved as staff listened to residents’ thoughts, opinions, and ideas.

Three major methods for public input for this process were:

- i) Submitting official public comments to city staff at public meetings or via e-mail, telephone, or on-line comment form. Council communicator messages were also included.
- ii) Participating in a professionally administered telephone survey. ***The telephone survey is most representative of resident opinion, as it is statistically significant.***
- iii) Participating in an “opt-in” web-based survey.

Thirteen (13) of these meetings involved ongoing presentations to Tempe's Citizen Transportation Commission and the Neighborhood Advisory Committee, as well as presentations to Tempe's District #3 Elementary School Board and the administration of McKemy and Broadmor schools.

Information on the meetings and the program in general was made available through:

- Announcement to residents via postcard mailings and/or door hangers
- Announcement of the public meetings in Tempe Today water bill
- Distribution of press releases to generate news articles
- Announcement of public meetings and program information on Tempe's web site

Throughout this process residents were able to submit comments in a variety of ways, including:

- Submitting a comment form at open house meetings
- Contacting staff directly via e-mail or telephone
- Posting comments on www.tempe.gov/tim (active Nov. 2005 - June 3, 2007)

- Participating in two professionally administered telephone surveys (Sept. 2006 & Apr. 2007)
- Participating in a web-based survey (Apr. 2007)

Table 1: Neighborhood Meetings

Neighborhood Meetings (17 to date)	Date of Meeting
Eastside/Escalante:	October 24, 2005
Westside:	October 25, 2005
North Tempe:	October 27, 2005
College/Dorsey:	November 1, 2005
College/Dorsey:	November 3, 2005
Eastside/Escalante:	April 22, 2006
Westside:	April 25, 2006
College/Dorsey:	October 23, 2006
Country Club:	October 24, 2006
North Tempe:	October 25, 2006
Westside:	October 26, 2006
College/Dorsey:	December 5, 2006
College/Dorsey:	February 28, 2007
Country Club:	March 5, 2007
North Tempe:	March 8, 2007
College/Dorsey:	March 26, 2007
Country Club:	April 23, 2007

Table 2: Boards and Commission Meetings

Boards/Commissions (11 to date)	Date of Meeting
Citizens Transportation Commission:	June 14, 2005
Citizens Transportation Commission:	September 13, 2005
Neighborhood Advisory Committee:	October 5, 2005
Citizens Transportation Commission:	April 11, 2006
Citizens Transportation Commission:	May 9, 2006
Citizens Transportation Commission:	August 8, 2006
Elementary School District #3 Board:	January 24, 2007
Citizens Transportation Commission:	February 13, 2007
Citizens Transportation Commission:	March 19, 2007
Neighborhood Advisory Committee:	May 2, 2007
Citizens Transportation Commission:	May 15, 2007

Table 3: Other Community Meetings

Misc Community Meetings (5 to date)	Date of Meeting
General (Pyle Center Multi-Gen):	November 14, 2005
Broadmor Elementary School:	December 1, 2006
College/Dorsey (Ventura Block Watch):	April 1, 2007
College/Dorsey (LaJolla Block Watch):	April 28, 2007
McKemy & Broadmor Principals & Staff	May 31, 2007

Though not a formal part of the city's public involvement process, some residents took the initiative to submit petitions to the city both in support of, and in opposition to, the neighborhood circulator program. These petitions are provided in Appendix E.

KEY FINDINGS

Findings from the three major methods of input are summarized below. The full record of public comments is provided in Appendix A, and the reports by WestGroup Research on the April 2007 telephone and web surveys are provided in Appendices B and C, respectively.

Public Comments

Of the 755 unduplicated¹ public comments received, over two-thirds indicated support for the program. Less than one-third indicated opposition or were undecided/mixed. Based on the public comments received by city staff, the level of support for the program varies by area in the following manner:

Eastside – Escalante:.....	91% (22 unduplicated comments received)
Westside – Fifth/Beck/Roosevelt:.....	96% (54 unduplicated comments received)
North Tempe:.....	98% (43 unduplicated comments received)
Country Club Way/Evergreen:.....	69% (87 unduplicated comments received)
College/Dorsey:.....	65% (549 unduplicated comments received)

The following concerns were expressed by residents living in areas where support for the service was lower:

- Safety associated with the interaction of mini-buses and bikes and pedestrians
- Fear that the program will increase traffic, noise, and pollution
- Concern that ASU students will park in residential areas to ride the circulator
- Fear that service will bring homeless and strangers into neighborhoods
- Disapproval of bus stops near homes

Telephone Survey

A telephone survey conducted in April 2007 focused on households in Tempe north of the US 60. WestGroup Research called 700 Tempe residents in order to obtain a statistically valid sample. A letter and a map of the proposed Neighborhood Circulator route were mailed (or placed in a clear plastic bag and hung on front doors) to all residents in the four proposed expansion areas. If a resident did not receive a call from WestGroup Research, but wanted to participate, they were invited to visit a URL address to take the on line survey. If a resident did not have access to the Internet and wanted to take the survey, they were invited to call WestGroup to have the survey mailed to them.

This overall sample of 700 interviews has a margin of error of +/-3.8% at the 95% level of confidence. For the areas of North Tempe, Westside, and Country Club, the margin of error was +/-10% at the 95% level of confidence. Due to the prevalence of mixed feelings about the program in the College/Dorsey area, these residents were over sampled to achieve a margin of error of +/-5% at the 95% level of confidence. Refer to note 2 on page 30 for additional information on survey methodology.²

The Eastside – Escalante area was not surveyed because the only route modification in this area was to end the existing route in downtown Tempe. Comments collected at two public

meetings in 2005 and 2006 suggested overwhelming support for the change and an on-board survey conducted in 2005 demonstrated that a vast majority of the trips ended in downtown Tempe/ASU campus.

In general, the telephone survey results indicate that **75 percent of sampled residents support the program in their area**, and 60 percent indicate they would use such a service. As with the record of public comments, results vary by area. According to the April 2007 Westgroup Research Report for the telephone survey (Appendix B),

When compared to responses from other surveys that evaluate support for various city and state measures that are brought before the public for a vote, the percentage of the population in support of circulator service reported in this study, in the area or on the streets, represents strong, widespread support for neighborhood circulator (p. iv).

According to the telephone survey, among those who indicated opposition to having a circulator in their neighborhood, the following responses were given when asked why.

Table 4:

Reasons	Total (n=91)
Don't want to pay extra taxes for it/ expensive/ waste of money	24%
Brings more traffic/already too much traffic	19%
Don't have enough information	12%
Don't like the route/ should be on Mill	11%
Don't want people parking here/ already a parking problem	11%
I have a car/ wouldn't benefit me	10%
Dangerous for bikers, kids, handicapped, pets	9%
Don't think enough people would use it	7%
It will add crime/ low income people/ bring down home value	7%
Not necessary/ not needed	4%
It would add pollution	2%
Other (includes all responses 1% or less)	12%
Don't know	4%

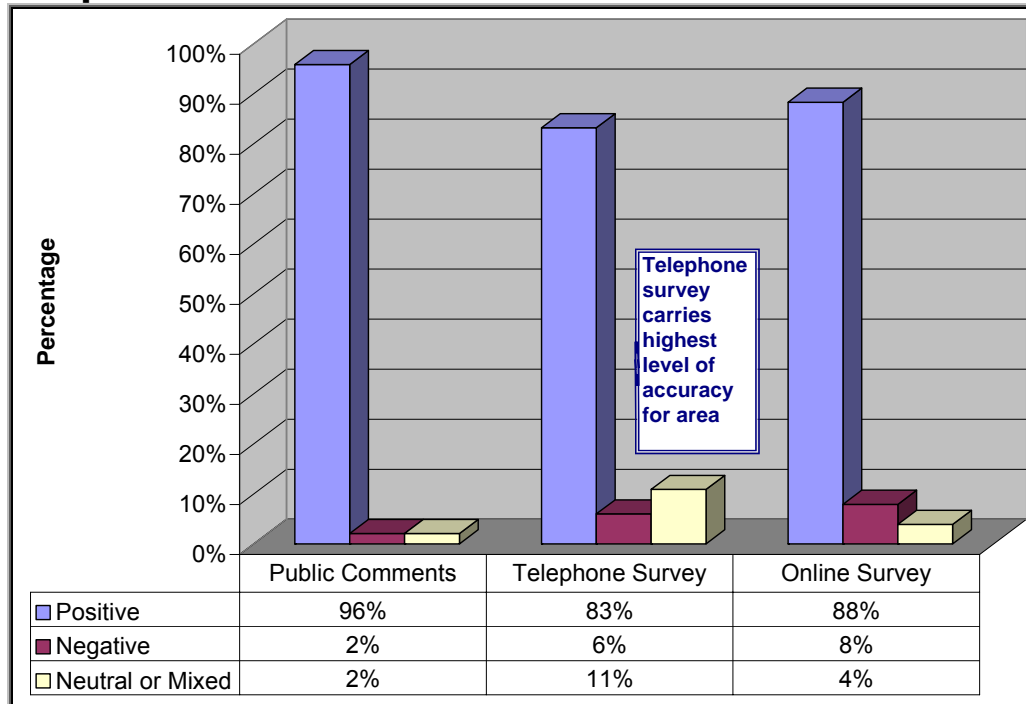
Web Survey

The web survey was administered to **give all residents the opportunity** to take the same survey as those contacted for the telephone survey. According to the Westgroup Research Web Survey Report (Appendix C), "it is important to note that the opinions expressed in these surveys are not statistically representative of the population of Tempe residents living within the specified area because it was an 'opt in' study" (pg. 1). In general, the web survey reflects the views of those most attuned to this issue.

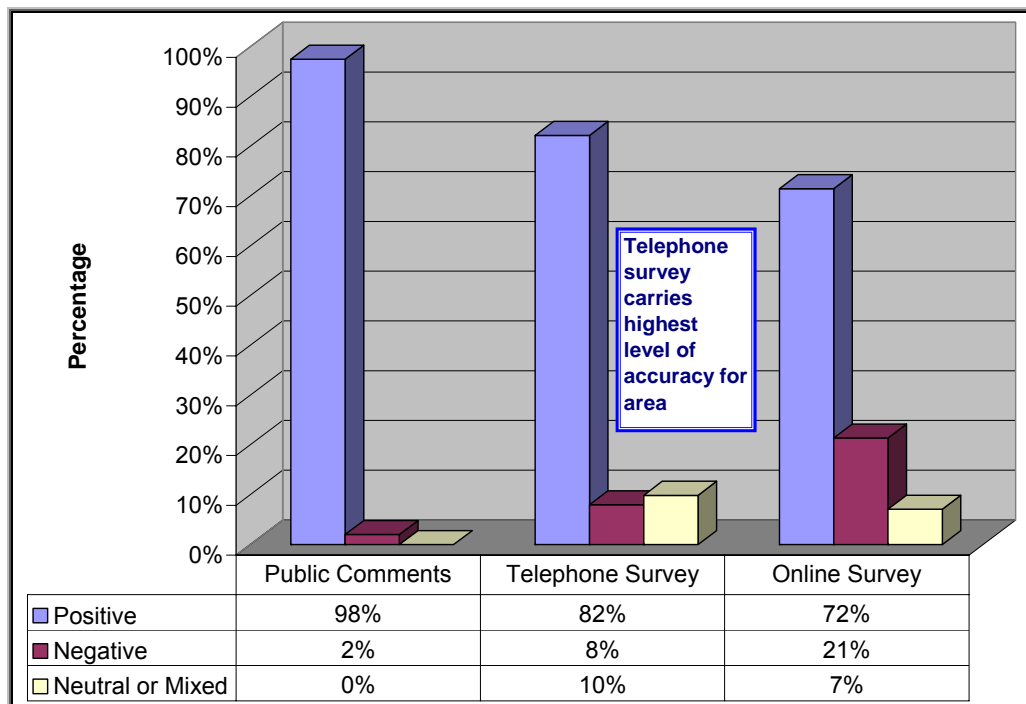
Presentation of Findings

Graphs 1-4 demonstrate the differences in resident opinion regarding the proposed neighborhood circulator expansion. Graphs are presented for each planning area noted above and results are organized by method of input. Eastside-Escalante is not presented because no substantive changes are proposed for this area. In some cases, rounding to the nearest whole number caused the percentages to appear as if they do not add up to 100 percent.

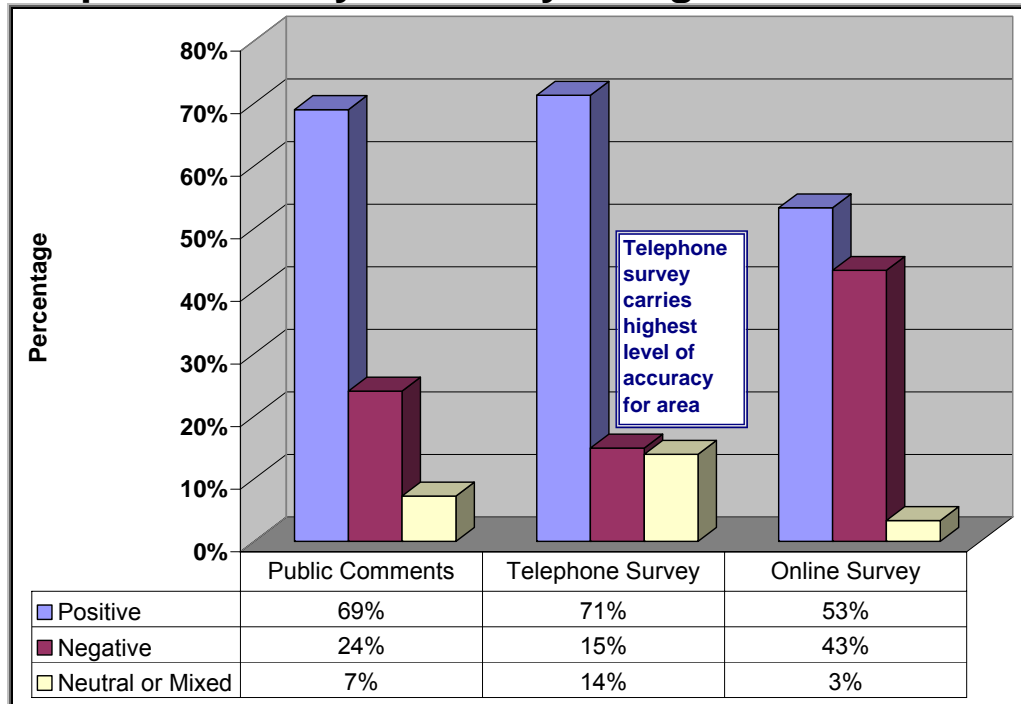
Graph 1: Westside – Fifth/Beck/Roosevelt



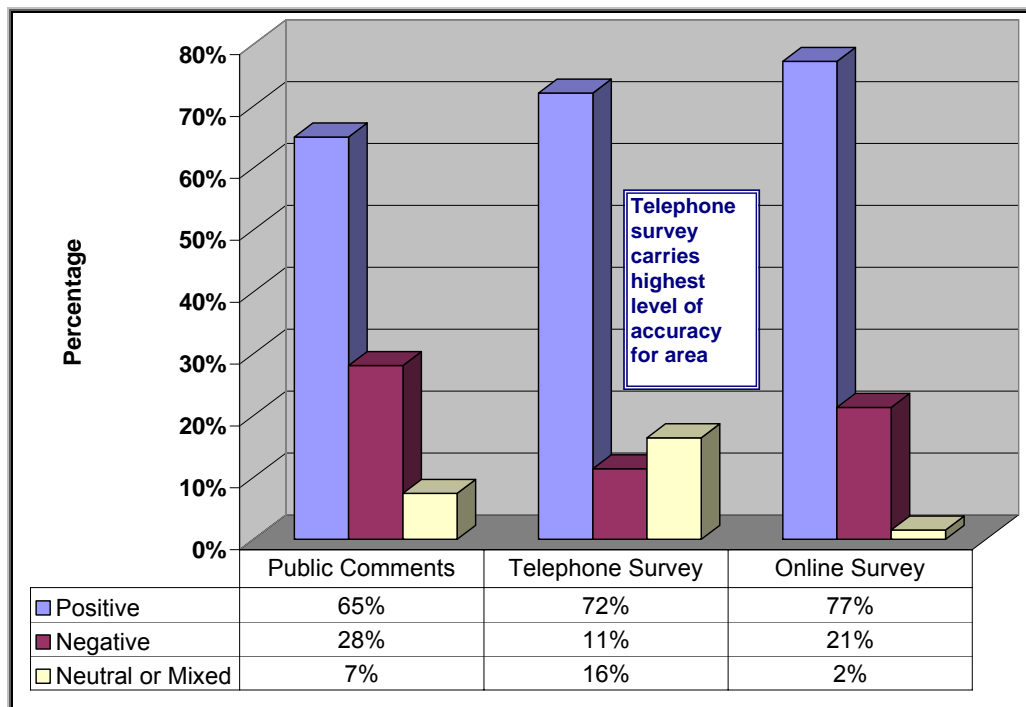
Graph 2: North Tempe



Graph 3: Country Club Way/Evergreen



Graph 4: College/Dorsey



RESPONSES TO QUESTIONS

Based on concerns expressed through public comments, the telephone survey, and comments made at the May 3, 2007 City Council meeting, staff have developed the following responses.

Question: Won't implementing the circulator increase our taxes?

In 1996, Tempe voters passed a dedicated sales tax to fund transit improvements, including neighborhood circulator bus routes. The funding for the Neighborhood Circulator expansion is budgeted in relation to existing and projected sales-tax revenue, as well as other transit priorities. Expansion of this service will not increase taxes, nor can transit sales tax revenue be used for non-transit related programs/projects.

Question: How will the neighborhood circulator decrease traffic congestion?

One of the purposes of this service is to **reduce** traffic. To the extent that residents choose to use the neighborhood circulator rather than cars for certain trips, then the number of auto trips in the neighborhood can be reduced.

- At 15 minute frequency, bus service will add 128 trips per day or 2 percent of the existing traffic volume on College Avenue.³
- Although appropriate data is not available to generate exact figures, staff conservatively estimate that the auto travel (originating or ending) on Fifth Street between Priest Drive and Mill Avenue would be between 10-15 percent higher in the absence of the existing Neighborhood Flash.⁴

Question: How will the neighborhood circulator reduce noise and pollution?

Since one of the purposes of this service is to **reduce** overall traffic, it therefore follows that overall neighborhood noise and pollution from automobiles may be reduced as well.

- The 18-22 passenger mini-buses currently used for this service are small and use a gasoline engine also used in larger model 15 passenger vans.
- The city is actively exploring new alternatively-fueled/clean-fueled vehicles that offer lower or zero emissions and are more appealing and user-friendly.
- Sound tests conducted by city staff indicate that these mini-buses are no louder than general auto traffic and are actually quieter than vehicles equipped with "aggressive" tread tires, such as SUVs and passenger trucks.

Question: Will this service generate sufficient ridership to continue operating?

The success of the existing Neighborhood Flash suggests optimism about the potential effectiveness of future neighborhood circulators.

- Ridership on the Neighborhood Flash increased by 67% from 464,539 boardings in 2002 to 775,886 boardings in 2006.

- Consistently ranking in the top 10-15 most productive routes in the Valley Metro system, the Neighborhood Flash provides about 2,733 passenger trips per weekday, many of which would have occurred by car had the service not been present.
- The development of downtown Tempe and adjacent areas and the growth of Arizona State University suggest that a comprehensive neighborhood circulator system can fill the gaps in the transit system and give people a convenient connection between their homes and offices, shopping, cultural events and entertainment, as well as local and express bus routes and the light rail system.
- The city of Phoenix's first neighborhood circulator (ALEX), which serves the Ahwatukee area also began in 2001 and the city of Phoenix is now going through an expansion planning process similar to Tempe.
- The city of Scottsdale began its first neighborhood circulator in 2006.

Question: How will the city work to ensure that this is a safe and secure service for both passengers and residents?

The city and its transit service provider, Veolia Transportation, will work diligently to prevent abuse of this service.

- Transit staff is developing policies for public use of the circulator system.
- Transit and Homeless Coordination staff are developing an outreach plan for homeless individuals observed to be misusing the circulator service.
- Mini-buses will be equipped with security cameras, which can serve as a deterrent to misconduct and may be utilized to obtain visual information that can aid in prosecution.
- The vehicles will be equipped with two-way radios, putting drivers in immediate contact with the transit dispatch center.
- City and Veolia Transportation (operating contractor) staff will be constantly monitoring the service to ensure that it is reliable, safe and secure.
- City and Veolia Transportation staff are working to adapt the Tempe Police Department's Neighborhood Watch program in a manner that would foster a heightened security awareness among neighborhood circulator drivers, making these individuals another pair of eyes and ears to protect neighborhoods. Drivers will be trained to identify and report suspicious behavior to transit dispatch, which will then immediately notify the Tempe Police Department.

Question: What if ASU students park on our street and ride the circulator?

City staff will coordinate with various departments, agencies, and the neighborhood to mitigate the potential of ASU students parking on residential streets.

- ASU funds a free bus pass for students that encourages use of regular transit service to get to campus. In that regard, the neighborhood circulator system is not a more attractive option than any other Valley bus route.
- Although there are no permit parking programs in existence along the existing Neighborhood Flash route, staff recognize that the potential exists for students to use neighborhood streets as a park-and-ride. To minimize this potential, staff will seek a change in the city's policies on permit parking so that residents may seek to utilize this program in anticipation of a coming parking problem, rather than in response to one, which is the basis of current policy.

Question: What can the city do to promote safe interaction of bicyclists, pedestrians, and mini-buses?

According to the US Department of Transportation's *Fiscal Year 2008 Budget in Brief*, "public transportation is one of the safest modes of transportation, with less than 1 fatality per 100 million passenger-miles traveled" (2007, p. 12). The USDOT also reports that the fatality rate for motor vehicles increased from 1.44 in 2004 to 1.45 in 2005.⁵

Since 2001, the existing Neighborhood Flash has achieved an excellent record of safety. In its daily interaction with cars, bicyclists, and pedestrians amid the city's most dense residential areas, the Neighborhood Flash has demonstrated it can safely transport kids to school, ASU student residents to campus, seniors to multi-generational centers, and people of all ages to downtown Tempe.

The Neighborhood Flash already travels on streets that are narrower than College Avenue. College Avenue at Palmcroft Drive (near Broadmor Elementary and McKemy Middle schools) is 40 feet wide from curb to curb. In comparison, Fifth Street at McKemy Street (near Scales Elementary School) is 31 feet wide curb to curb.

Accident History - Provided below is the total accident history for various streets in the operating area of the existing Neighborhood Flash. These statistics are for the three year period from March 2003 to February 2006:

- 741 accidents involving cars only (91%) - 2 fatalities & 235 injuries
- 34 accidents involving cars and bikes (4.2%) - 22 injuries
- 26 accidents involving cars and pedestrians (3.2%) - 24 injuries
- 13 accidents involving a car and a neighborhood circulator (1.6%) - 2 injuries

Of these 13 accidents involving a circulator, seven (7) occurred on a major arterial street (2 injuries) and six (6) occurred on a collector or residential street (0 injuries). During this three year period, there were no reported accidents involving a neighborhood circulator mini-bus and a bicycle or pedestrian. Pedestrians and bicyclists are much more likely to experience conflicts with automobiles than with circulator mini-buses.

Service to Schools - The Neighborhood Flash directly serves Thew and Scales elementary schools. "Flag stops" are permitted and widely used throughout the route, but staff have coordinated with school staff to establish "no-stop" zones in the immediate vicinity of both schools during arrival and dismissal periods or when crossing-guards are on-duty.

Staff have provided information to all schools adjacent to proposed neighborhood circulator routes. With the exceptions of the Broadmor and McKemy schools (on College Avenue), no schools have raised concerns regarding the proposed routes.

Recognizing that the combination of two schools directly across from each other and along a high traffic bike corridor creates a busy area, staff initiated a meeting with the principals and staff from McKemy and Broadmor schools. They indicated support for the service, but strongly recommended implementing a "no-stop" zone between Aepli and Broadmor drives to be in effect on school days during the hours of 6 a.m. to 6 p.m. School representatives indicated

support for the use of “flag stops” on College Avenue outside the “no-stop” zone, as well as within the zone during non-school days/hours.

“Flag Stops” or Designated Bus Stops/Pull-outs – A general policy of utilizing “flag stops” in residential areas is a key recommendation for all proposed routes. However, staff have investigated the possibility of designating bus stops/pull-outs for College Avenue (a map of potential locations is provided in Appendix D). Based on the recommendations from school district staff, a strict observance of a “no-stop” zone between Broadmor and McKemy schools, and maintaining consistency with past and current practice, city staff recommend maintaining the practice of “flag stops” along College Avenue where the route is approved to operate. The following reasons support this recommendation:

- The recommended “no stop” zone between Aepli and Broadmor drives eliminates a non-residential area structurally suitable for placement of bus stops and/or pull-outs. Without designated bus stops at the school locations between Alameda and Broadway, the remaining designated bus stops along the corridor will be one-half mile apart (for a map of the only feasible designated bus stops, refer to Appendix D).
- Designating bus stops on College Avenue would be inconsistent with current practice on the Neighborhood Flash and every other proposed Orbit route; this would likely lead to confusion for residents trying to use the service.⁶
- Based on the record of safety established to date and with the additional training measures city staff are mandating for Orbit drivers, staff believe sustaining the current policy of “flag stops” is appropriate.
- By implementing the “no stop” zone between Aepli and Broadmor drives as recommended by the principals of McKemy and Broadmor schools, the mini-buses will be restricted from pulling over in the busiest segment of College Avenue.

Outreach and Education - Prior to implementing service, transit operations staff will meet with staff from all schools directly served by a proposed neighborhood circulator route to coordinate safety and logistics appropriate to the area. In addition, staff will provide bicycle and pedestrian safety materials to Broadmor and McKemy schools.

Driver Training - City staff will work closely with Veolia Transportation (operating contractor) to develop an advanced program of driver safety and sensitivity training. No neighborhood circulator driver will be cleared for duty until he/she has completed this training. These training presentations will be provided directly to drivers by a city of Tempe Transit employee and will include:

- Enhanced bike & pedestrian/child awareness training
- Neighborhood sensitivity and appropriate speed limits
- “Neighborhood Watch” Training – adapted from Tempe’s Police Department
- Advanced training on customer service and appreciation of role as public servant

STAFF RECOMMENDATIONS

The public planning process facilitated by staff over the last two years has culminated in final route recommendations for four of the five planning areas (Eastside, Westside, North Tempe, and Country Club Way/Evergreen). Recommendations for these areas are described on this and the following page, with route maps on pages 16-19.

For the College/Dorsey area, five (5) alternatives are provided for consideration on pages 20-28.

The **Eastside, Westside, North Tempe, Country Club Way/Evergreen** neighborhoods are supportive of the program and proposed routes. With Council approval of the recommendations provided below, there will be a twelve (12) month evaluation period of route and operational performance. During and after the evaluation, the following methods of communication will be available for residents to express their opinions on the service:

- On line comment form (www.tempe.gov/tim)
- Telephone (480-350-2775)
- Postage paid comment cards on buses
- On-board surveys

Eastside - Escalante:

- Route Modification: July 23, 2007
- Days/Hours of Operation: Monday-Sunday, 6 a.m. to 10 p.m.
- Service Frequency: Every 15 minutes
- Name: Orbit Mercury
- ***Route Recommendation:*** [*See page 16*](#)

Westside - Fifth Street/Beck/Roosevelt:

- Route Modification/Expansion: July 23, 2007
- Days/Hours of Operation: Monday-Sunday, 6 a.m. to 10 p.m.
- Service Frequency: Every 15 minutes
- Name: Orbit Venus
- ***Route Recommendation:*** [*See page 17*](#)

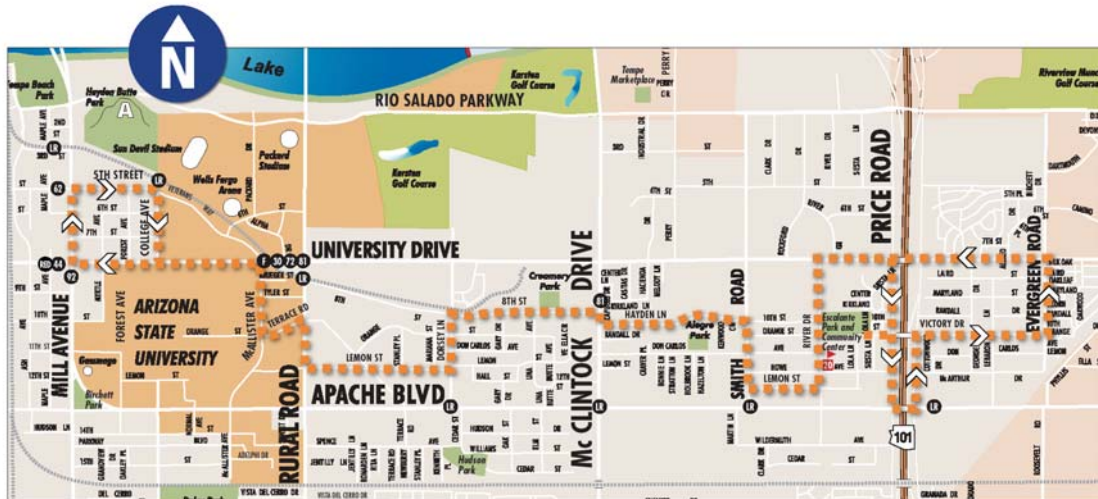
North Tempe:

- Scheduled Implementation: September 2007
- Days/Hours of Operation: Monday-Sunday, 6 a.m. to 10 p.m.
- Service Frequency: Every 15 minutes
- Name: Orbit Earth
- ***Route Recommendation:*** [*See page 18*](#)

Country Club Way/Evergreen:

- Scheduled Implementation: November 2007
- Days/Hours of Operation: Monday-Sunday, 6 a.m. to 10 p.m.
- Service Frequency: Every 15 minutes
- Name: Orbit Mars
- ***Route Recommendation:*** [*See page 19*](#)

Proposed Neighborhood Circulator Route Orbit Mercury—Escalante



This route travels in both directions unless indicated by directional arrows.

Proposed route

Route travels in this direction

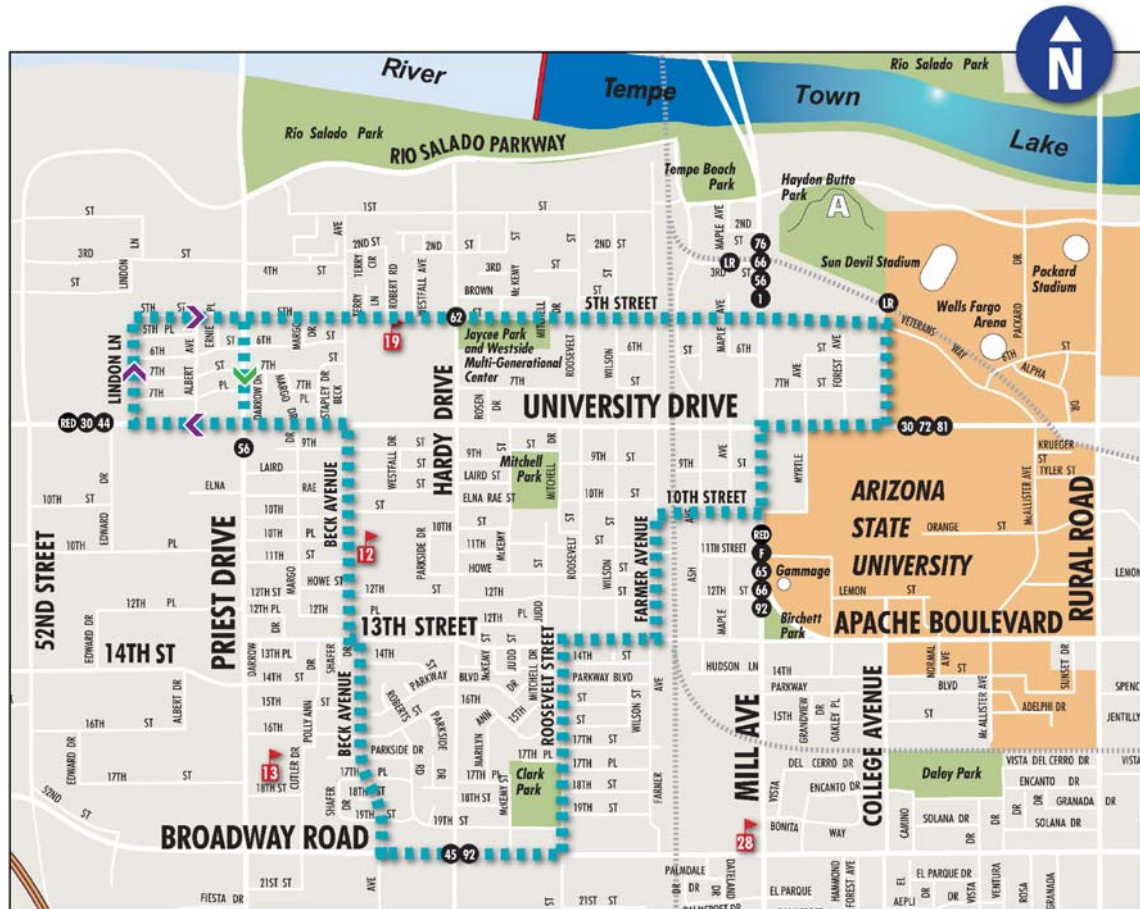
00 Connecting bus routes

LR Future Light Rail stop

Schools
20 Thew

Proposed hours: 6am to 10pm, 7 days a week
Proposed frequency: Every 15 minutes

Proposed Neighborhood Circulator Route Orbit Venus—Westside



This route travels in both directions unless indicated by directional arrows.

■ ■ Proposed route

➤ Route travels in clockwise direction

➤ Route travels in counter clockwise direction

- 00 Schools
- 12 Gilliland Middle
- 13 Holdeman
- 19 Scales
- 28 Tempe High

LR Future Light Rail stop

00 Connecting bus routes

Proposed hours: 6am to 10pm, 7 days a week
Proposed frequency: Every 15 minutes

Proposed Neighborhood Circulator Route Orbit Earth—North Tempe



This route travels in both directions unless indicated by directional arrows.

■ Proposed route

➤ Route travels in this direction

➤ Route travels in clockwise direction

➤ Route travels in counter clockwise direction

00 Connecting bus routes

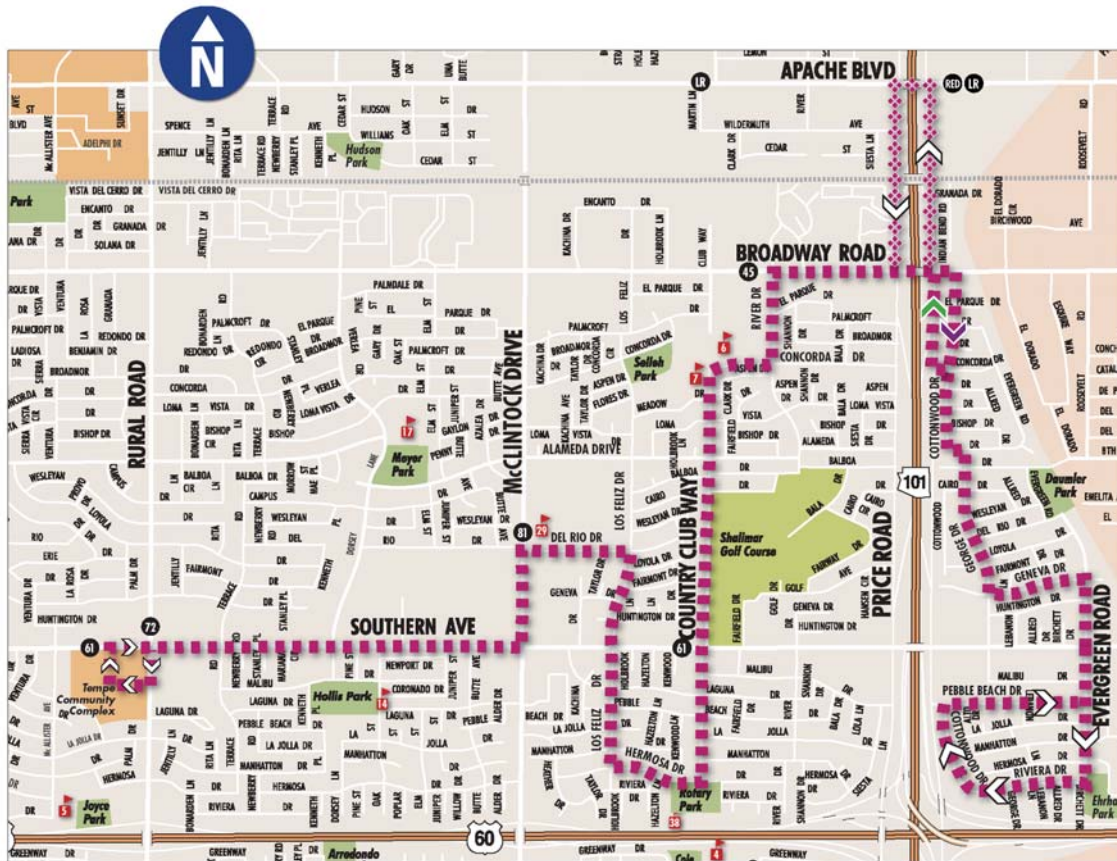
LR Future Light Rail stop

00 Schools
15 Laird

Proposed hours: 6am to 10pm, 7 days a week

Proposed frequency: Every 15 minutes

Proposed Neighborhood Circulator Route Orbit Mars—Country Club Way



This route travels in both directions unless indicated by directional arrows.

■ Proposed route

◆ Future extension to connect to Light Rail system

➤ Route travels in this direction

➤ Route travels in clockwise direction

➤ Route travels in counter clockwise direction

00 Connecting bus routes

LR Future Light Rail stop

00 Schools
4 Bustoz
5 Carminati
6 Connolly Middle
7 Curry
14 Hudson
17 Meyer
29 McClintock High
38 Ward

Proposed hours: 6am to 10pm, 7 days a week

Proposed frequency: Every 15 minutes

COLLEGE AVENUE ALTERNATIVES

For the **College/Dorsey** area, strong support exists for the program and routing, but the public involvement process has documented residents' concerns with this program, which staff has worked to address on the preceding pages.

As most of the questions addressed on pages 11-14 were localized to the College Avenue corridor between Broadway Road and Southern Avenue, staff have provided five (5) route alternatives for this segment, including a "no-build" option. These alternatives are described and illustrated on the following pages.

Although "flag stops" are recommended in each of these alternatives, strict designated bus stops/pull-outs may be adopted for the segments of College Avenue approved for service (Appendix D illustrates the maximum number of designated bus stops possible for the College Avenue corridor).

All alternatives for College/Dorsey (except alternative 5) are based on the following operating recommendations, although these parameters may be adjusted:

- Days/Hours of Operation: Monday-Sunday, 6 a.m. to 10 p.m.
- Service Frequency: Every 15 minutes
- Name: Orbit Jupiter
- Type of bus stops: "Flag stops"

Alternative 1 - College/Dorsey: *Maps presented on page 21*

SERVICE ON COLLEGE FROM APACHE TO US 60

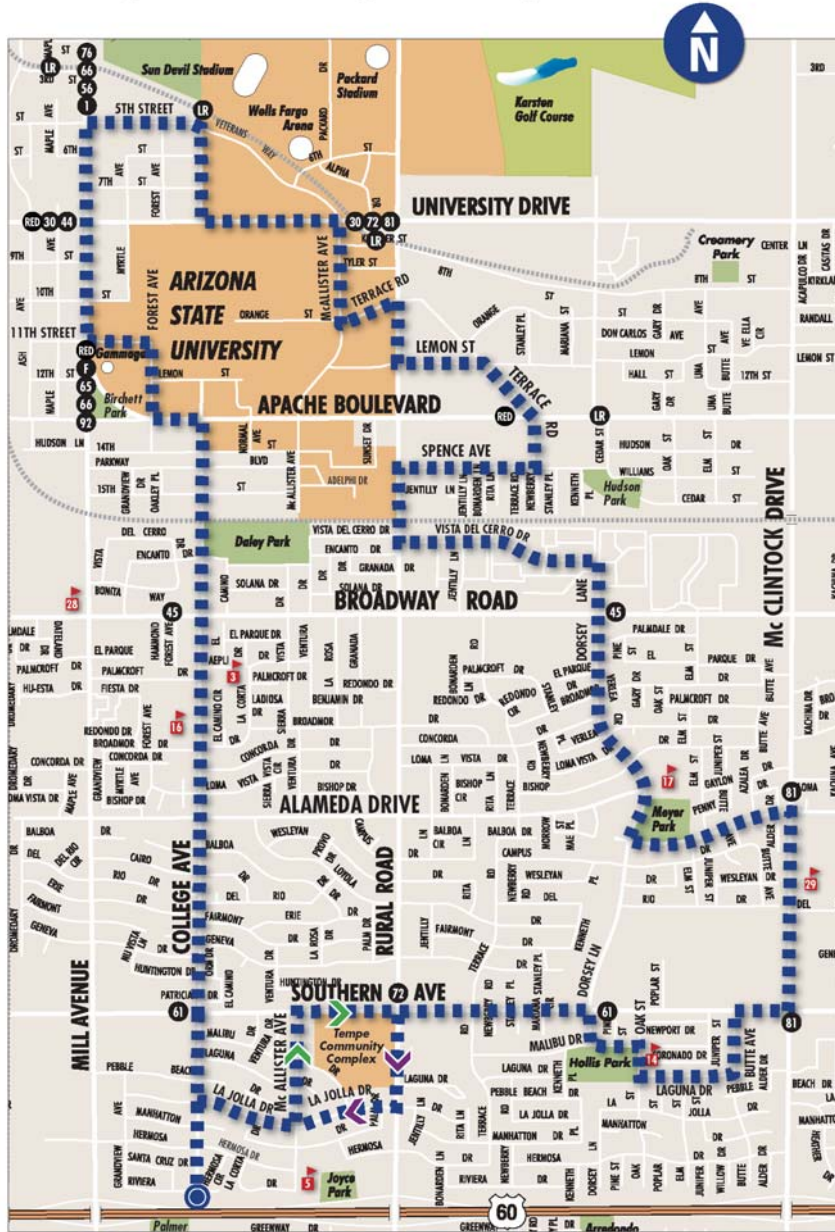
- **100% ON COLLEGE AVENUE**
- **"Flag stops" permitted on entire corridor except within "no-stop" zone established for the McKemy/Broadmor school area**

Alternative 1 is staff's recommendation based on the public planning process, recommendations from the school district, consistency with program goals to serve neighborhoods, cost-effectiveness, and potential for maximum ridership.

Key Steps:

1. Outreach & education on using the service: Fall 2007
2. Alternative 1 route begins: Jan. 2008
3. Performance and operational evaluation: Jan. - Apr. 2008
4. Public meeting to discuss route performance: May 2008
5. Structural changes may be made through College Avenue Traffic Calming project:
 - Streetscape design improvements
 - Bus pull-outs at appropriate locations 2008-2009

Proposed Neighborhood Circulator Route Orbit Jupiter—College/Dorsey Alternative 1



This route travels in both directions unless indicated by directional arrows.

- Route travels in this direction
- Route travels in clockwise direction
- Route travels in counter clockwise direction

- Proposed route
- 00 Connecting bus routes
- LR Future Light Rail stop



- Schools
- 3 Broadmor
- 5 Carminati
- 14 Hudson
- 16 McKemy Middle
- 17 Meyer
- 28 Tempe High
- 29 McClintock High

Proposed hours:
6am to 10pm,
7 days a week

Proposed frequency:
Every 15 minutes

Alternative 2 - College/Dorsey: Map presented on page 23

SERVICE ON COLLEGE FROM APACHE TO ALAMEDA & SOUTHERN TO US 60

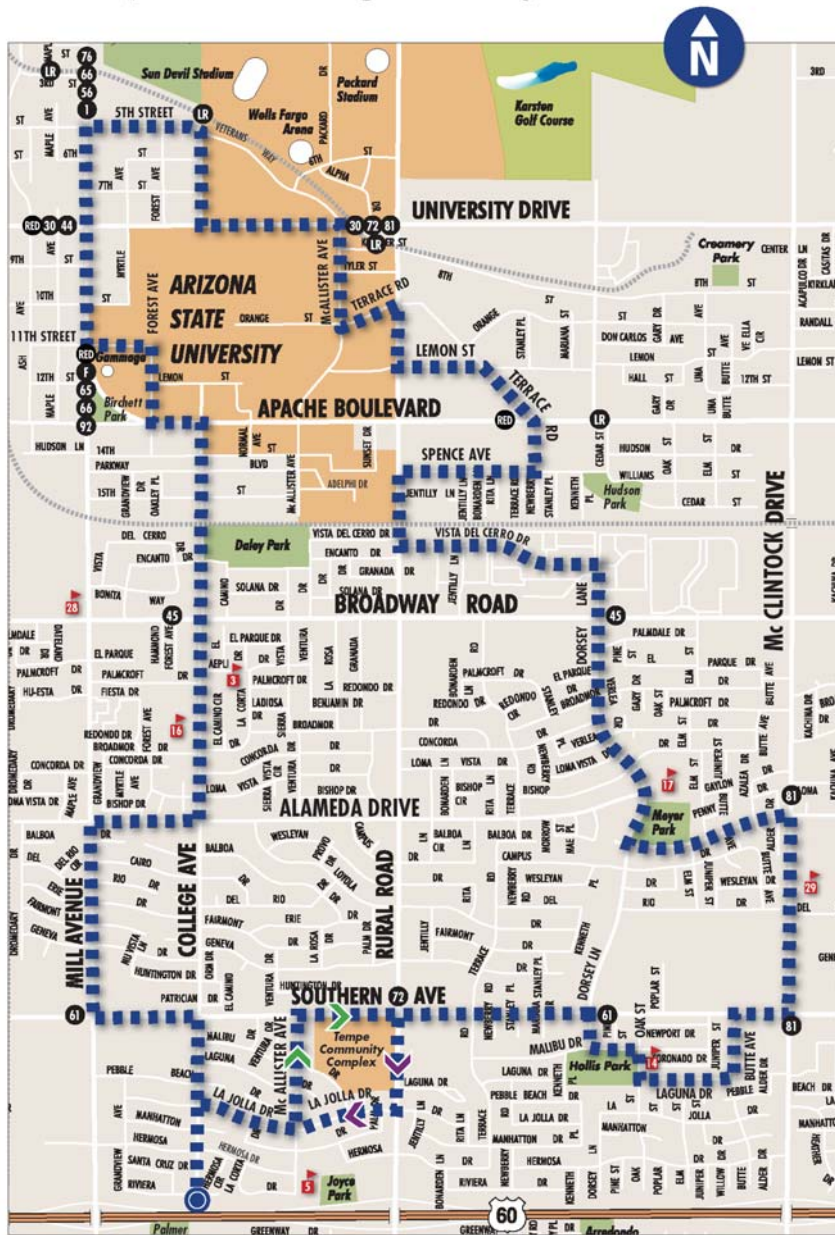
- **75% ON COLLEGE AVENUE**
- **“Flag stops” permitted except within “no-stop” zone established for the McKemy/Broadmor school area**

Alternative 2 defers service on College Avenue between Alameda Drive and Southern Avenue. This routing formed the basis on which the telephone and web surveys were administered and therefore has the virtue of being tested and largely accepted. This should be balanced against comments received that request that service be maintained on College Avenue between Alameda Drive and Southern Avenue.

Key Steps (Blue text indicates an additional step when compared to Alternative 1):

- | | |
|--|----------------------------------|
| 1. Outreach & education on using the service: | Fall 2007 |
| 2. Alternative 2 route begins: | Jan. 2008 |
| 3. Performance and operational evaluation: | Jan. - Apr. 2008 |
| 4. Public meeting to discuss route performance: | May 2008 |
| 5. Structural changes may be made through College Avenue Traffic Calming project: <ul style="list-style-type: none">o Streetscape design improvementso Bus pull-outs at appropriate locations | 2008-2009 |
| 6. RESTORE College Avenue service between Alameda Drive and Southern Avenue: | Following traffic calming |

Proposed Neighborhood Circulator Route Orbit Jupiter — College/Dorsey Alternative 2



This route travels in both directions unless indicated by directional arrows.

➤ Route travels in this direction

➤ Route travels in clockwise direction

➤ Route travels in counter clockwise direction

■ Proposed route

00 Connecting bus routes

LR Future Light Rail stop



Schools

- 3 Broadmor
- 5 Carminati
- 14 Hudson
- 16 McKemy Middle
- 17 Meyer
- 28 Tempe High
- 29 McClintock High

Proposed hours:
6am to 10pm,
7 days a week

Proposed frequency:
Every 15 minutes

Alternative 3 - College/Dorsey: Map presented on page 25

SERVICE ON COLLEGE FROM APACHE TO BROADWAY

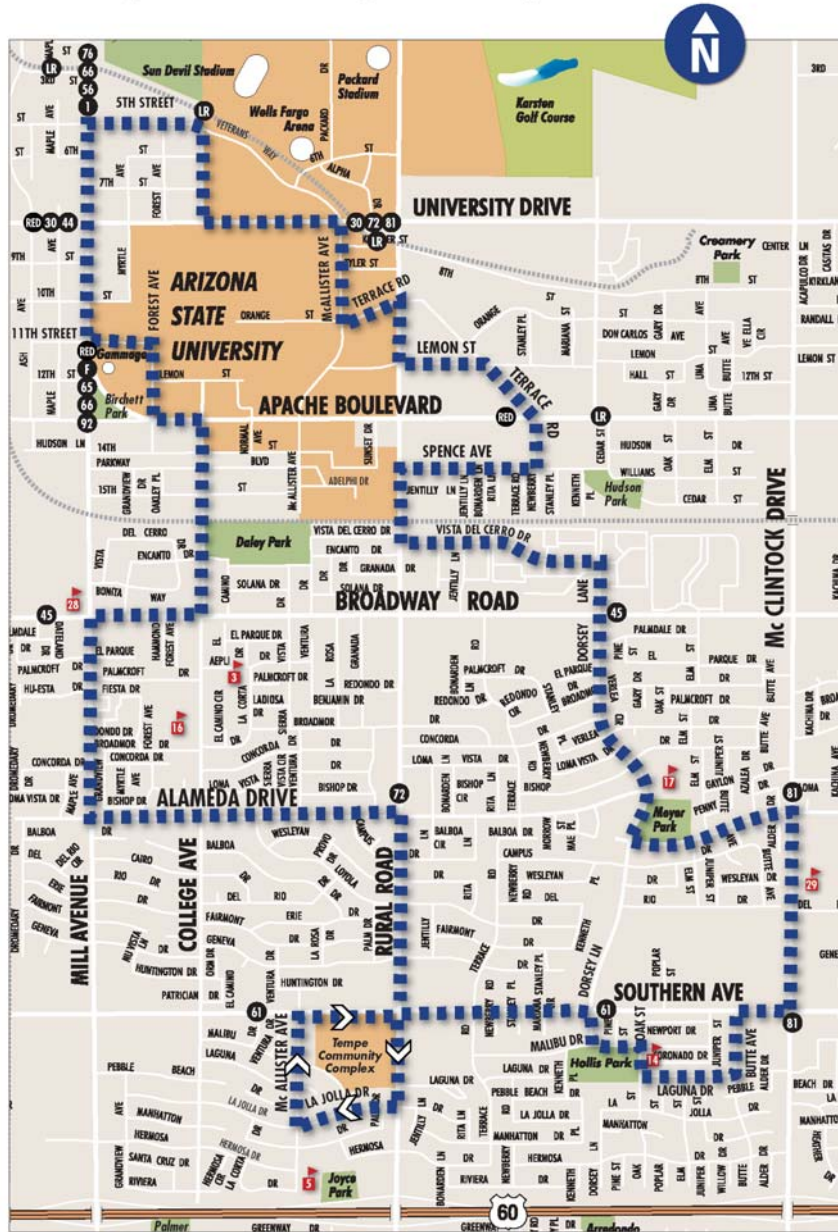
- **25% ON COLLEGE AVENUE**
- **Realignment to Alameda Drive**

Alternative 3 defers service on College Avenue from Broadway Road to US 60 and shifts the route alignment to Alameda Drive. The shift to Alameda Drive requires a public involvement process focused on the segment east of College Avenue. Also, any reintegration of College Avenue into this alternative route would need to consider the potential success of this alignment.

Key Steps (Blue text indicates an additional step when compared to Alternative 1):

- | | |
|--|----------------------------------|
| 1. Public involvement process for Alameda Drive | Sept. 2007 |
| 2. Outreach & education on using the service: | Fall 2007 |
| 3. Alternative 3 route begins: | Jan. 2008 |
| 4. Performance and operational evaluation: | Jan. - Apr. 2008 |
| 5. Public meeting to discuss route performance: | May 2008 |
| 6. Structural changes may be made through College Avenue Traffic Calming project: <ul style="list-style-type: none">○ Streetscape design improvements○ Bus pull-outs at appropriate locations | 2008-2009 |
| 7. Integrate College Avenue service between Broadway Road to the US 60: | Following traffic calming |

Proposed Neighborhood Circulator Route Orbit Jupiter — College/Dorsey Alternative 3



This route travels in both directions unless indicated by directional arrows.

➤ Route travels in this direction

■ Proposed route

00 Connecting bus routes

LR Future Light Rail stop



Schools

- 3 Broadmor
- 5 Carminati
- 14 Hudson
- 16 McKemy Middle
- 17 Meyer
- 28 Tempe High
- 29 McClintock High

Proposed hours:

6am to 10pm,
7 days a week

Proposed frequency:

Every 15 minutes

Alternative 4 - College/Dorsey: Map presented on page 27

NO SERVICE ON COLLEGE AVENUE.

- **0% ON COLLEGE AVENUE**

Alternative 4 defers all neighborhood circulator service west of Rural Road and south of Apache Boulevard while proceeding with the implementation of the Dorsey Lane portion of the route.

Key Steps (Blue text indicates an additional step when compared to Alternative 1):

- | | |
|---|----------------------------------|
| 1. Educational materials distributed on using service: | Jan. 2008 |
| 2. Alternative 4 route begins: | Jan. 2008 |
| 3. Performance and operational evaluation: | Jan. - Apr. 2008 |
| 4. Structural changes may be made through College Avenue Traffic Calming project: | |
| o Streetscape design improvements | |
| o Bus pull-outs at appropriate locations | 2008-2009 |
| 5. Implement College Avenue service between Apache Boulevard and US 60: | Following traffic calming |

Proposed Neighborhood Circulator Route

Orbit Jupiter — College/Dorsey Alternative 4



This route travels in both directions unless indicated by directional arrows.

➤ Route travels in this direction

■ Proposed route

00 Connecting bus routes

LR Future Light Rail stop



- Schools
- 3 Broadmor
 - 5 Carminati
 - 14 Hudson
 - 16 McKemy Middle
 - 17 Meyer
 - 28 Tempe High
 - 29 McClintock High

Proposed hours:
6am to 10pm,
7 days a week

Proposed frequency:
Every 15 minutes

Alternative 5 defers all neighborhood circulator service in the College/Dorsey area.

EVALUATION

Performance evaluation of new transit routes is always a complex task. Different routes serving areas with different residential densities and access to important destinations makes comparative evaluation challenging. Additionally, new routes need significant time to mature.

A peer review demonstrated that passengers-per-hour is the most common measure used by agencies outside of Arizona to evaluate performance. The current Neighborhood Flash transports approximately 26 passengers-per-hour while the other agencies reviewed transported between 3 and 15 passengers-per-hour, although the service characteristics of these agencies were more limited.

Transit systems in the Phoenix metro area have historically looked to passengers-per-mile as a productivity statistic. The city of Phoenix operated ALEX neighborhood circulator averaged less than 1 passenger-per-mile during fiscal year 2005/2006, while Tempe's Neighborhood Flash averaged 2.24 passengers-per-mile. Tempe's service cannot out of hand be considered more successful as these different services operate within different residential densities, serve populations with different demographic characteristics, and access different types of destinations. Both are successful in relation to their operating environments.

Every effort will be made to evaluate the performance of each route in relation to appropriate benchmarks and the service environment. In the months following service implementation, staff will track the following system and operational performance indicators:

System Performance

- Total ridership
- Passengers-per-mile/hour
- Origin and destination activity
- Cost per passenger

Operational Performance

- On time performance
- On-board evaluations measuring service quality
- Customer satisfaction (Compliments & Complaints)
- Missed service
- Accidents
- Mechanical breakdowns
- Troubleshooting – Through daily monitoring and listening to residents and drivers, identify and resolve existing, as well as potential problems

Although regular updates will be provided as needed, staff will prepare a formal report on implementation and performance of the expansion 12 months following the start of the last (north of US 60) neighborhood circulator route.

VEHICLES

The mini-buses currently used for this service are relatively small and carry 18-22 passengers. They are accessible to people using wheelchairs and bicycles. They operate using a gasoline engine that is also used in larger model passenger trucks and 15 passenger vans. Sound tests conducted by city staff indicate that these buses are no louder than auto traffic and are actually quieter than vehicles equipped with “aggressive” tread tires such as SUVs and passenger trucks. The city is actively exploring new possibilities for alternatively-fueled vehicles that offer lower emissions and are more appealing and user-friendly.

SERVICE NAME & LOGO

As part of the Neighborhood Circulator Expansion process, staff identified a need to brand this product in order to communicate the unique nature of the service. Given that the circulator expansion will create numerous routes throughout Tempe, a new and original name was needed. Staff worked to select a system name that clearly communicates what the Neighborhood Circulator system does, while also complimenting TIM and Flash. The name Orbit was selected. Each of the various routes underneath the Orbit brand will be named after a planet in our solar system. Below is the Orbit logo and paint color for the buses:



IMPLEMENTATION OUTREACH

The following marketing and community outreach tools will be implemented to familiarize the community with this new service:

- Article in the Tempe Today water bill
- Press releases for local media
- Posting on Tempe 11 cable channel
- Brochure/direct mailer sent to all households within ¼ mile of each route
- Information posted on TIM web site
- Mailings sent to all schools and community centers located along the routes
- Infoposts installed along routes

NOTES

¹ A single comment submitted by more than one person was counted in relation to the total individuals associated with the comment. For example, if six people signed a letter of support for the program, then it was counted as six separate comments. Unduplicated comments mean that if an individual commented five times, the individual was only counted once as to not skew the data.

² **Additional Information on Survey Methodology** - The database that was used for calling residents was purchased from a national sampling company. This company supplied WestGroup with the database of every listed phone number of residents living inside the specified boundaries. WestGroup's database management system – WestCATI - was used to manage the sample. The advantages of using WestCATI include:

- Automatic scheduling of no answers to specific days and times of days
- Automatic randomization of sample
- Controls number of attempts per phone number and number of attempts within a time period per phone number
- Controls callbacks automatically
- Controls time interval before re-dialing no answers and busy phones

In addition to the above mentioned quality control measures, WestGroup also employs the following procedures:

- A minimum of four attempts is made to reach non-answer households (i.e., answering machines as well as four rings with no answer).
- Although every interviewer is continuously supervised, 15% of each interviewer's work on the project is also monitored via WestGroup's silent monitoring system.

Screening questions were included at the beginning of the survey to confirm respondent residence in Tempe as well as within the specified boundaries for neighborhood circulator service. The questionnaire was programmed into the computer-aided interviewing system at WestGroup and has multiple checks for accuracy. Surveys were available in English and Spanish. All of the telephone interviews were conducted through the computer-aided interviewing system. This type of system automatically directs interviewers to the correct position in the survey and minimizes the interviewer's need to make judgment decisions on how to interpret the questions and which questions to skip in the survey.

³ Traffic volumes on College Avenue have been counted as 5,255 per day between Apache and Broadway and 4,749 per day between Broadway and Southern (2005 counts).

⁴ In 2004, the existing **Neighborhood Flash** provided an average 2,733 passenger trips per weekday. Between 20-30% (546-820 actual trips) of these originated in the 5th Street corridor between Mill Ave. and Priest Dr. 2004 traffic statistics for the same segment of 5th Street indicate there were approximately 4,000 auto trips in one 24-hour period, including cut-through traffic (sub-group data on cut-through traffic is not available). City staff estimate that trips taken on the Neighborhood Flash represent 12-16% of the combined mini-bus and automobile trips, including cut-through traffic. Prior city-wide survey results show that when bus service is not available, 43% indicated they would drive, another 18% stated they would get a ride from a friend, and 8% would use dial-a-ride or a taxi service. All of these alternatives – except some portion of the car-pool option to the degree that “friends” live within the neighborhood – would add to auto traffic volume. This suggests that in the absence of the Neighborhood Flash (itself a traffic generator of approximately 2-3%), auto traffic volumes along Fifth Street would likely have been between 10-15% higher in relation to all traffic and perhaps even higher in relation to traffic originating/terminating in the neighborhood. The reader will note that since the appropriate datasets are not available, particularly with respect to cut-through traffic, these estimates reflect educated deductions on the part of staff.

⁵ US Department of Transportation. (2008). Fiscal Year 2008 Budget in Brief. Retrieved April 3, 2007 from the World Wide Web <http://www.dot.gov/bib2008/pdf/bib2008.pdf>

⁶ The **major bus route # 62** serves Hardy Drive. Hardy Drive is similar to College Avenue in that residential homes abut this collector level street. Operated with 30 foot buses since 1998, the route 62 is the only major bus route in Tempe that permits “flag stops” (meaning that waiting passengers can flag the bus down along the route’s residential and collector street segments).

APPENDIX A

EASTSIDE - ESCALANTE

COMMENTS FROM FALL 2005 TO JUNE 3, 2007 VIA WEBSITE, EMAIL, MAIL, PHONE CALLS AND PUBLIC MEETINGS

Grammatical errors and punctuation have not been corrected.

AREA 5 – ESCALANTE: IN FAVOR/POSITIVE

- 1) Comments: I have been using the neighborhood flash for over a year now and would be a strong advocate for its expansion.
- 2) I will be moving to the new Villagio Tempe community later this summer and would like to propose that Eastside FLASH extend further south on Evergreen Rd to service this new community. I will have 2 children attending ASU and I know there are many other ASU students in this community that would make use of this service.
- 3) I like the way you split – it. I use the bus. Thank you very much Jose a Cisneros
- 4) I like the way you split it. I use the bus
- 5) Good idea on segmenting of the Flash Rout into East of College & West of College. Would be great if some way to get route closer to Food City parking lot but until that is possible Route as it currently is works. Hopefully with split of Route should alleviate why 3 shuttles go East before 1 goes West. Overall, on scale of 1/10 Flash service for me is a 10 Thanks for a great citizen amenity.
- 6) My suggestion is to provide extended later hours of the Flash service #2 & also earlier service.
- 7) I consider myself to be extremely fortunate to live right on the Neighborhood FLASH route. This program is great! The only suggestions for improvement for it are to expand the hours (above all on Friday & Saturday night) and to seek more environmentally friendly buses – biodiesel, electric, hybrid, etc. It would be nice to have more frequent service during peak hours, too. (I've had to wait for a second bus because the first was full.) Judging from FLASH's success (>10% of all Tempe Transit riders!) I think expanding the Neighborhood Circulation Program is a great idea. The best idea I love for the program is to make ASU the hub where the 4 circulators come in from all sides, circle the University, then continue on their routes. That way, a rider could get to any part of the periphery of ASU without transferring and FLASH Forward\Back would no longer be needed.
- 8) Thank you for this opportunity to learn about, discuss, and provide input to the expended. 1. Please consider extending the "EAST" FLASH route further SOUTH on Price Road to Broadway. This would help improve access to the Eater Seals bldg & programs. 2. Please mail hard copy of the PLAT (Plot?) Highlighting the four (4) study areas. In my volunteer advocacy work for ValueOption clients, it would be helpful to share your plans. Thanks again.
- 9) Expanded hours, especially weekends. Increase routes especially shopping. Add bus route so that it services Food City, Family Dollar & Laundry Mat off of Apache.
- 10) If you could expand hours of service to 10pm or later, then we could have round trip service to ASU football games. And if it started earlier, like 6 AM, I could use it to get to work Adding a route that goes from Don Carlos (Thew) – Lemon to Una, turn north to 8th Ave would be great. (Study area #2)
- 11) Me daria mucho gusto que se extendiera en las areas comerciales

12) She would like the east side of the Neighborhood Flash to start running at 6:30 a.m. or 6 .am. instead of 7 a.m.

13) I am a graduate student at ASU and read in the paper discussions were underway about adding new routes to the neighborhood flash and adding more busses to the route that already goes through Tempe. Who would be a good person to e-mail (perhaps it's you, I don't know) to show my support for this idea? Particularly, my support for adding more buses to the current route. I just wanted to tell you I love the neighborhood flash service, but finally quit using it because of the long waits for the bus and, after waiting, having one drive by because it was full. I love the service though, I just wish there were more buses running.

14) Comments: we use the flash semi-frequently now, and would use it more if we didn't have to cross busy apache. Our kids are 12 & 14, perfect ages for some new autonomy, flash is perfect to go downtown, see a movie, shop. great for us adults if we want to go downtown and drink and not worry about driving. we love it! please bring it into our neighborhood! thanks!

15) Comments: please bring flash into Hudson manor

16) Comments: More Neighborhood flash busses during peak hours on the routes that they already go! I refuse to take it because it takes too long and it's full!!!

17) I received an email a week ago about public forums to discuss the introduction of smaller neighborhood flash -type buses in Tempe. I was unable to attend those three meetings, but I would definitely like to comment on that idea. I apologize if I've reached the wrong person, coming from the Tempe website. If I understand correctly, the consideration was whether Tempe should utilize more of the smaller Flash buses in its routes. I think it's a great idea, and actually I had thought about suggesting it myself at one time. The "flash" buses hold about 22 people, not much less than the larger buses. They are comfortable, and still have space for a wheelchair users and two bicycles. For drivers they are easier to maneuver. I would assume that the purchase cost and maintenance cost is less, which means we might afford more service with more vehicles.

A broader assumption is that the license required from the drivers might be less involved or a different class from a full-sized bus driver. It may be easier to find drivers for these buses. If this is true, this might be a way around a threat that I'm absolutely opposed to; that is the whole bus system being controlled by union sponsored bus drivers who may strike, or otherwise require benefits equal to or greater than what we pay our teachers and police officers. Where the unions have leverage is through the infrastructure of larger buses requiring greater skill, special licenses, and which are comparable to other metropolitan areas nationwide. I think we should as a progressive city have the option to avoid that kind of influence. I use the bus system often, usually with a bicycle in hand. The next step for Tempe is a system with more frequent pick up times (especially on weekends). I suspect that using the smaller buses would be the first step in that direction. One last comment, not really related, but I'm thankful that we still do not post advertisements on our buses.

18) Please add more Flash shuttles, they are great but need more route expansion

19. I'm writing in strong support of the neighborhood circulator expansion (for all of the proposed neighborhoods). As a bicycle commuter, I'd be happy to see fewer cars on the roads. Especially around ASU, people drive too fast on the neighborhood through streets (like College and Roosevelt, for example). Providing more options for public transportation would increase safety for everyone. It would also provide a safer alternative for bicycle commuters who commonly return home after dark in the winter when it gets dark earlier.

The neighborhood circulator would definitely help me drive less, since I could ride it to the grocery store, restaurants and downtown Tempe. I doubt that it would be excessively used by people who live elsewhere (like students parking or outside troublemakers). Excessive student parking on some

neighborhood streets is already a problem and this won't help or hinder it. I think that the circulator would help connect people more within our communities, since it wouldn't hurt if people got to know their neighbors better while sitting on the bus. Thanks for your serious consideration of this matter for the improvement of Tempe.

20. Area: Escalante (area east of Rural, west of border with Mesa between University and Apache)
Favor: Yes
Days0: Weekdays only
Hours0: 7am-10pm
Frequency0: Every 10 minutes
Comments: Good idea...will help with parking and traffic

AREA 5 – ESCALANTE: NEUTRAL/MIXED

1) Comments: I would just like a neighborhood flash system that was RELIABLE for ASU students every day in every way. Too often are the busses full during peak hours, causing many of us to miss classes and be further inclined to drive. Furthermore, busses are spaced improperly, claiming around every fifteen minutes but two busses will actually come one after another and the next won't be there for 30+ minutes. First make the system you have reliable, then think about adding more routes. Once the kinks are worked out and we are all convinced that you have the little system worked out, we will be more inclined to support a larger system.

2) Comments: Tempe Transit really needs to get more busses, bigger ones preferably. They are so overcrowded and I get passed by almost every morning and it is really old. Also it is inconvenient for everyone who uses it! Even if you have to charge people or make them have bus cards, this change is extremely necessary!!

END

WESTSIDE – FIFTH/BECK/ROOSEVELT

COMMENTS FROM FALL 2005 TO JUNE 3, 2007 VIA WEBSITE, EMAIL, MAIL, PHONE CALLS AND PUBLIC MEETINGS

Grammatical errors and punctuation have not been corrected.

AREA 3 – WESTSIDE: IN FAVOR/POSITIVE

1) West Rt is a good compromise

2) Would like for it to run Farmer to Broadway and serve grocery stores

3) Very good idea

4) The West route seems to meet needs to many residents of apartments on 13th; Hardy and apartments south of 13th and West of Hardy. This area seemed to be within striking distance of Downtown & ASU, However remained same what detached in the past. This route links nearby downtown neighborhoods, creating a more functional downtown district. Also, I believe bus stops on 13th will calm car traffic and speeds, which have been a problem for residence living on 13th. Additional traffic calming on 13th is needed for safety.

5) I thought the Circular Flash routes would be in addition to the existing neighborhood Flash! I wish the proposed routes would have access to the Tempe Public Library, the Pyle Center and a supermarket (such as Fry's at Southern & Rural or Basha's at Southern & McClintock). I also wish the route would access Arizona Mills Mall. I would like to know why the existing route needs to be split in two!!

6) By splitting the routes into 2 different routes, causes me a great difficulty. I am a disabled senior who has trouble climbing up the stairs on buses. The route as it is now takes me to Escalante from the 5th street Cahill Senior Center & I don't have to change buses. I can speak for about 12 other seniors that go from Cahill Senior Center to Escalante. We also, would like the Flash to be able to take us from either Escalante & the Cahill Center to the Pyle Senior Center on Southern & Rural this will or would also let us go to the Library – Frys – The Drug store & 99¢ Store all in the same area. We do not have any Flash service to a grocery Store here in Tempe. We don't need to change the present route – just need to extend it to extend the places.

7) Buses should stop parallel to the medians. This would prevent other cars from speeding around the buses, which would prevent the speeding cars from hitting crossing pedestrians. I have seen a great need for such a stop on 13th street. I would like to see a route closer to a grocery store.

8) A Flash bus that runs East/West on 13th Street between Hardy & College would be awesome

9) I live at 11th St. / Roosevelt and would like a link to light rail station at Monti's. Start at Hardy / 13th to Roosevelt N to University N on Ash to 3rd St & Monti's Light Rail station S on Mill to University & Beck S on Beck to 13th, E on 13th to Hardy.

10) I like the idea. Because I'm still working, I think that I would use a small bus in the evenings, and on weekends. If the bus took me to the light rail system and if its lightrail route took me into Phoenix, where I work, I would probably try to use the buses on weekdays. I am certain that I would frequent more of the Tempe businesses closer to my home if a circulator bus were available.

11) North South streets – Roosevelt on Ash Provide a circular bus that transports people to the light rail downtown as well as to Tempe Beach Park. Also, the circular going North South could provide transportation to the future grocery store on Ash/University – Roosevelt or Ash would be great for North South

12) The Neighborhood Flash seems to be a promising way of tying in to the light rail system and the airport, particularly if the frequency of the shuttle is as you describe. I would also like to have easier access from this neighborhood to Kiwanis Park and the library. In this neighborhood, Beck seems a promising roadway.

13) I have given some thought to this since getting the notification of the meeting – my thoughts are 1. that the Z circulator routes should intersect 2. 13th St. has much pedestrian traffic to & from Al Collins school on Priest & to & from ASU on the east end 3. if we are connecting city facilities Kiwanis Park & the rec center there should be included – there are no buses there. My original thought was from Tempe beach park around some how to Priest & 13th – down 13th to College – sought to the freeway (Hermosa) than west to Mill & on south to the Kiwanis Rec center on All American Way. A connection from Kiwanis to Tempe Town Lake & back would allow walkers & others to access these city parks. It could be a substitute to the green linkages we have been trying to achieve for many years.

14) I was hoping that the implementation of new FLASH routes would occur more near-term than late 2006. at present there are few easy ways to get to bus routes from within neighborhoods. Running FLASH on ½ mile and other collector streets to connect. Current bus routes and minimize the number of bus transfers and waits associated with bus transfers for me, the only feasible way to get to, say Elliot & Priest requires nearly 1 mile walk. Also, the FLASH would make for easier connection between the bus routes that go to downtown. Most of all, it would be great to provide the expanded service by fall '06 semester – Aug. '06.

15) 1) There should be no loss of function. All circulators should share a common stop, such as Transit Hub, so that someone in the NW could reach the SE if needed. 2) One of the circulators should include the Tempe Community Center complex so that people in any neighborhood could reach the Library, Pyle

Center, Museum, Vihel Bldg, Etc. If the neighborhood doesn't want a circulator, arterial streets could be used. 3) There should be a connection with Light Rail when it exists. Also there should continue to be a scheduled stop at Priest and University so that the Red Line to the airports and other intercity buses can be reached. 4) Buses should run later, especially on weekends, so that it would be possible to have dinner downtown and return; or even go to an event!

16) I want no loss of service. As an individual who does not drive I am very grateful for the neighborhood FLASH. Increased hours and increased service would always be very welcome. A central hub is needed so that an individual would have maximum opportunity to Travel throughout Tempe. Thanks for the good service ☺

17) Big supporter. 13th St seems logical route or Judd to Roosevelt – north south

18) Good to bring circulator route into Gililand. Down Beck and or Margo maybe to 13th St. or Broadway??

19) When??? Soon I hope I'd like for the route to go on Roosevelt.

20) Connection to light rail is vital extending hours to 9:00 at night would be very , very, helpful. I love the shuttle and I use it to go to and from work. Thank you so much. If you could do something to keep the buses from parking up together that would be very helpful. Often a bus will come right behind another bus and then the time before the next one comes can be 20-25 even 30 minutes.

21) We live at 5th & Ernie and we love the flash – to go to the Westside Center and downtown. Our son rides the bus often – almost daily, and he can get to buses on Mill or College with ease.

22) I would appreciate bus service to the light rail line. It will be nice for getting to the library and the several multigenerational or adult centers. We all will get so old (we hope, I guess) that we are no longer safe drivers and will need alternative means of transportation. It might happen that global warming will cause us to give up fossil fueled automobiles. We need these buses to get people used to public transportation so that they will be accepting to having to give up their cars.

23) Clearly it is essential that circulator should connect with important community activity centers / transit change points: - shopping / restaurants on University / Mill Avenue / Light Rail stop at 3rd & Mill. Obvious route should include Roosevelt & Beck as North /South routes and 13th & 5th as East / West routes. I leave the actual route to be debated later. Good idea. Though of no particular value to me in Maple Ash. – where bus routes are close and bike is available!

24) I just wanted to say how much I love the Flash. I take it every day and many times I ride it just for fun. If I were to add any thing I would like a grocer store we come close to Food city can we get closer or maybe Frys on Mill and Southern. The bus drivers are the nicest I've ever seen As a former truck driver I've been all over the country.

25) The shuttle on Fifth Street has been great. It is particularly good for ASU students.

26) Area: Area 3 West of Mill and North of Broadway
Favor: Yes
Days: 7 days a week
Hours: 7-10
Frequency: Every 10 minutes
Concerns: I wish that it went to Southern instead of Broadway...
Comments: Again: It needs to go south to Southern

27) Area: Area 3 West of Mill and North of Broadway
Favor: Yes

Days: 7 days a week
Hours: 7:30 am to 7:30 pm
Frequency: Every 30 minutes
Concerns: Gathering people from the multigenerational sites to bring them to Mt. Park Health Center on the grounds of Tempe St. Luke's Hospital.
Comments: Mt. Park is a new health provider for uninsured and underinsured families. Limited health services used to be offered at the multigenerational centers. Mt. Park will serve the same population with comprehensive, affordable services.

28) Area: Area 3 West of Mill and North of Broadway
Favor: Yes
Days: 7 days a week
Hours: 8AM-12AM
Frequency: Every 15 minutes
Concerns: would be nice if the buses could accommodate bicycles
Comments: like the route selected

29) Area: Area 3 West of Mill and North of Broadway
Favor: Yes
Days: 7 days a week
Hours: morning to early evening
Frequency: Every 20 minutes
Concerns: Safety for younger and older passengers
Comments: Great idea to help those in our community who don't drive and to relieve some congestion from the area.

30) I'm writing in strong support of the neighborhood circulator expansion (for all of the proposed neighborhoods). As a bicycle commuter, I'd be happy to see fewer cars on the roads. Especially around ASU, people drive too fast on the neighborhood through streets (like College and Roosevelt, for example). Providing more options for public transportation would increase safety for everyone. It would also provide a safer alternative for bicycle commuters who commonly return home after dark in the winter when it gets dark earlier.

The neighborhood circulator would definitely help me drive less, since I could ride it to the grocery store, restaurants and downtown Tempe. I doubt that it would be excessively used by people who live elsewhere (like students parking or outside troublemakers). Excessive student parking on some neighborhood streets is already a problem and this won't help or hinder it. I think that the circulator would help connect people more within our communities, since it wouldn't hurt if people got to know their neighbors better while sitting on the bus.

Thanks for your serious consideration of this matter for the improvement of Tempe

31) Area: Area 3 West of Mill and North of Broadway
Favor: Yes
Days: 7 days a week
Hours: 8am until 9pm
Frequency: Every 10 minutes
Concerns: no
Comments: none

32) Area: Area 3 West of Mill and North of Broadway
Favor: Yes
Days: 7 days a week
Hours: 6:30 a.m-6:30 p.m.
Frequency: Every 10 minutes
Concerns: no
Comments: Excellent idea for Tempe residents! Much more convenient than the other bus routes. If the routes are no more than 10 or 15 min., that makes it even better. Thanks!

33) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 6AM to Midnight

Frequency: Every 10 minutes

Concerns: I would like to have a closer pick up for the light rail

Comments: I think the shuttle should run by Mitchell Park

34) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 6am to 3am

Frequency: Every 10 minutes

Concerns: No concerns, great idea!

Comments: Keep drunk drivers off the streets by having the shuttle run after bars close.

35) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 7:30 AM to 6:00 PM

Frequency: More than every 30 minutes

Concerns: NO

Comments: N/A

36) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 6:00 a.m. to 9:00 p.m.

Frequency: Every 10 minutes

Concerns: Buses would not run after 7:00 p.m. A later cut-off time would be preferable.

Comments: I work in downtown Tempe, and this would be a great addition to alternative forms of transportation.

37) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 9 am- 10 pm

Frequency: Every 15 minutes

Concerns: none

Comments: great idea

38) Area: Area 3 West of Mill and North of Broadway

Favor: Yes

Days: 7 days a week

Hours: 7 a.m. to 9 p.m.

Frequency: Every 20 minutes

Concerns: I'm generally concerned when the Flash buses get off of schedule and come late.

Comments: This would make it easier for people in this neighborhood to access grocery stores and other necessities.

39) I'm writing this e-mail to follow up on my visit to the recent open house on Tempe's proposed neighborhood circulator bus program. My main comment in regard to this program and Tempe transit in general is to encourage the city to coordinate its bus and other schedules with the schedule for the light rail system when it becomes operational. I live within about a mile of where a light rail station will be in

Tempe and I work about a mile west of where the downtown Phoenix light rail station will be. I would like to use the light rail system to commute to and from work on a regular basis. The primary determining factor in whether I do this is whether I can easily bridge that one mile I have on each end of my light rail trip. Coordinating transit departures from light rail stations in Tempe with the timing of light rail stops would make it much more likely that I will use light rail in the future. So in summary I strongly encourage Tempe to coordinate its neighborhood circulators and other transit systems with the light rail schedule to facilitate the use of the light rail system by myself and others. Thank you for your consideration of my comments.

40) Area: Area 3 west of Mill between Rio Salado and Broadway
Favor: Yes
Days0: 7 days a week
Hours0: 6am-10pm
Frequency0: Every 15 minutes
Comments: I feel this would be helpful for residents to access downtown tempe

41. This is a very good thing and I can take this to downtown Temp. City is finally doing something relevant. I like the idea of the proposed circulator route.

42. I like circulator.

43. Area: Area 3 west of Mill between Rio Salado and Broadway
Favor: Yes
Days0: 7 days a week
Hours0: 5am -10pm
Frequency0: Every 10 minutes
Comments: Maybe in the very early hours and again at later hours the circulators could run every 20 mins rather than every 10. I think Tempe is brilliant to have such a program!

44. Area: Area 3 west of Mill between Rio Salado and Broadway
Favor: Yes
Days0: 7 days a week
Hours0: 5:30AM - 10:00PM (M, TU, W, TH, SU) and 5:30AM-2:30AM (F, SA)
Frequency0: Every 15 minutes
Comments: I am in agreement with thte proposed route, however a grocery store on the route would be a huge bonus, perhaps a route that will pass by the new Whole Foods (old Gentle Strength). I especially like the Roosevelt St alignment and light rail access portion of the route. I think the route should begin at 5:30AM so that people who are need to be at work at 6:00AM can use the system. I also think that the system should run until 2:30 AM on the weekend nights (early mornings) so that people who choose to frequent bars/clubs and are drinking will have a better alternative to driving or taking a cab home.

45. Area: Area 3 west of Mill between Rio Salado and Broadway
Favor: Yes
Days0: 7 days a week
Hours0: don't care
Frequency0: Every 10 minutes
Comments: because i don't live exactly on the proposed line, it would be nice if the bus' location could be tracked on the internet so i could see when it was getting close so i don't have to stand out on the street corner. i'm not going to bother using it if i've got to wait 15 minutes for the next bus. it's just as easy to walk.

46. Very good idea *Submitted from same household as #3*

47. I like the idea. Because I'm still working, I think that I would use a small bus in the evenings, and on weekends. If the bus took me to the light rail system and if its lightrail route took me into Phoenix, where I

work, I would probably try to use the buses on weekdays. I am certain that I would frequent more of the Tempe businesses closer to my home if a circulator bus were available. *Submitted from same household as #10*

48. Area: Area 3 west of Mill between Rio Salado and Broadway

Favor: Yes

Days0: 7 days a week

Hours0: 6:30 a.m.-9:00 p.m.

Frequency0: Every 10 minutes

Comments: The circulator is a fabulous idea! And I agree with the idea that it could swing by a grocery store. I am hoping the Circulator starts very soon. Whatever it takes to get the insanity off Tempe streets would be wonderful, especially 13th Street. The City has apparently turned a deaf ear to the long-time residents on 13th St. who are trying to live a normal life on 13th St., but the horrific traffic makes this pretty difficult

49. I am in favor of the circulator. I think it's a lovely idea and a small town thing to do.

50. Area: Westside (area east of Priest, west of Mill between Rio Salado and Broadway)

Favor: Yes

Days0: 7 days a week

Hours0: 6AM-Midnight

Frequency0: Every 10 minutes

Comments: Expansion of the line is the logical progression of success. Thanks.

51. Area: Westside (area east of Priest, west of Mill between Rio Salado and Broadway)

Favor: Yes

Days0: 7 days a week

Hours0: 9am-midnight Sun-Thu, 9am-3am Friday and Saturday

Frequency0: Every 15 minutes

Comments: I am in favor of the proposed west ("venus") route, and a resident of one of the neighborhoods through which it runs. The proposed route will allow me to access light rail stations conveniently. Please consider extending the circulator schedule to 3 AM on Friday and Saturday nights, to provide a safe ride home for bar patrons who would otherwise be driving through our neighborhoods after last call.

52. Area: Westside (area east of Priest, west of Mill between Rio Salado and Broadway)

Favor: Yes

Days0: 7 days a week

Hours0: 7am - 7pm

Frequency0: Every 20 minutes

Comments: A valuable and needed service in the community, especially for elderly or those without transportation, to access services such as grocery store, library, hospital/medical, etc.

53. Area: Westside (area east of Priest, west of Mill between Rio Salado and Broadway)

Favor: Yes

Days0: 7 days a week

Hours0: 6am until at least 9pm

Frequency0: Every 15 minutes

Comments: I'm a disabled mother. I can't drive. If the proposed routes occur, I would finally be able to visit my daughters at their school, Ward (on the Country Club route). It would be wonderful, a dream come true!!

54. Area: Westside (area east of Priest, west of Mill between Rio Salado and Broadway)

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 11:30pm
Frequency0: Every 15 minutes
Comments: No fare

AREA 3 – WESTSIDE: NEUTRAL/MIXED

- 1) 1. Where is the money to finance the new bus system.
2. What will be destination of bus = Library? Parks? Etc?
3. Shuttle bus from University Ash grocery to where? Any help for older people?
4. What age group will you want to service?
5. So little information on what you will offer!
6. Good Luck to get enough money from City Council!

AREA 3 – WESTSIDE: NOT IN FAVOR/NEGATIVE

1) I represent a small home owners associate located along one of the proposed routes. Firstly, we support the transit program. However, we especially me, are concerned about groups waiting for buses in front of our homes, especially mine. I live at 1422 S Roosevelt Street between 13th Street and Parkway next to Los Presedos Apartments. There is a light post directly at the entrance to my yard. It would create a problem if a sign were posted on that post and attracted riders. Again, we endorse and encourage the transit program, but we – I – want to feel comfortable.

END

NORTH TEMPE

COMMENTS FROM FALL 2005 TO JUNE 3, 2007 VIA WEBSITE, EMAIL, MAIL, PHONE CALLS AND PUBLIC MEETINGS

Grammatical errors and punctuation have not been corrected.

AREA 1 – NORTH TEMPE: IN FAVOR/POSITIVE

1. This is a great idea. North Tempe especially needs this sort of transportation service because of the increasingly greater number of Hispanic families that need more transportation options to get to downtown Tempe, ASU, and to places south of the river. In my own case, my macular degeneration will eventually compel me to quite driving, yet I would like to go to ASU and downtown for various events, visit the ASU library, etc
2. Comments: Please consider North Tempe Multigenerational Center and the Tempe Public Library. Also Tempe's Shared Living & Senior Day Care Center. It would be great if all Multigen Centers were connected with Flash.
3. Me parece perfecto porque es muy indispensable para todos nosotros no tenemos transporte particular.
4. ami me parece muy buena idea y estoy de awerdo con ellos.
5. A bus going up Weber to Food City & big lots & also gen center
6. Yes 4 shuttle
7. It is a good idea It would cause me to change my way of getting around. I would us it

8. Hoping the circulator buses come to north Tempe. The multi-gen center will be opening next year & it would serve our neighborhood well since many families here only have one car or none at all. Would give everybody access – don't care for elitism & this would be for everybody.

9. Excellent plan!! Can hardly wait to see the buses in our neighborhood, so we can go downtown without worrying where to park.

10. This would be great for the families @ Laird!

11. I live in Cavalier Hills – I would like to see a shuttle bus travel along Sunset Dr – maybe to Cavalier to → McAllister & McAllister to Weber.

12. Areas that I would like to have considered in the neighborhood circulator expansion of flash are as follows:

- coordinated scheduling of circulator connections to existing transit routes.
- keeping circulator pass purchase low or compatible with other transit bus passes.
- glad to see that area 1 McKellips is one of the proposed areas for circulator.
- consider hours of circulator to include some evening hours for events.
- consider having phone contact to obtain schedule information.
- for seniors it is important to have door-to-door service to event locations.
- for example to the door of Community Centers, Centers for the Arts, Gammage, Etc. Even super markets and malls perhaps.
- publish route information and schedules.
- next step might be a neighborhood committee to list locations where people typically go in the neighborhood.

Thank you for the opportunity for input. Look forward to meeting in 2006 to get proposal information. Would like to know location of proposed community center.

13. Zone 1 wanted including Gen Center. Going to & From Down town. To include Night activities.

14. The circulator should be established in Zone 1 and provide connection service to Valley Metro bus service both within and outside of Tempe. I need to get to my doctors' offices in downtown Scottsdale and this would help me a lot.

15. Make an agreement with Scottsdale to link up with their trolley at possibly McKellips and Scottsdale or Roosevelt and Scottsdale.

16. Area: Area 1 North of Town Lake

Favor: Yes

Days: 7 days a week

Hours: 6am-10pm

Frequency: Every 10 minutes

Concerns: I'd actually love to see this route go a bit further north; at least to the south end of Old Scottsdale.

17. I'm writing in strong support of the neighborhood circulator expansion (for all of the proposed neighborhoods). As a bicycle commuter, I'd be happy to see fewer cars on the roads. Especially around ASU, people drive too fast on the neighborhood through streets (like College and Roosevelt, for example). Providing more options for public transportation would increase safety for everyone. It would also provide a safer alternative for bicycle commuters who commonly return home after dark in the winter when it gets dark earlier.

The neighborhood circulator would definitely help me drive less, since I could ride it to the grocery store, restaurants and downtown Tempe. I doubt that it would be excessively used by people who live elsewhere (like students parking or outside troublemakers). Excessive student parking on some neighborhood streets is already a problem and this won't help or hinder it. I think that the circulator would

help connect people more within our communities, since it wouldn't hurt if people got to know their neighbors better while sitting on the bus. Thanks for your serious consideration of this matter for the improvement of Tempe

18. Area: Area 1 North of Town Lake

Favor: Yes

Days: 7 days a week

Hours: 7am-10pm

Frequency: Every 10 minutes

Concerns: none

Comments: Good idea

19. Area: Area 1 North of Town Lake

Favor: Yes

Days: 7 days a week

Hours: 7 am - 8 pm

Frequency: Every 15 minutes

Concerns: N/A

Comments: I am disabled and I don't drive or have a car. I've lived here for 12 years, I had a job for 10, then had to get on disability for the past two. It's driving me crazy because I'm used to being out with the public so having the bus come here would be really helpful. I vote for Area 1.

20. Area: Area 1 North of Town Lake

Favor: Yes

Days: Weekends Only

Hours: From 10am in the morning to 2am at night

Frequency: Every 30 minutes

Concerns: A big concern was that I didn't see the bus route go to the new tempe marketplace from where I am at Scottsdale rd/Mckellips

Comments: I think it would be a better idea if this also included the south scottsdale area up to the camelback rd/scottsdale rd area. I think people would use it more often and both cities would benefit from it economically because people could go back and forth between both downtown tempe/tempe marketplace and old downtown scottsdale.

21. Wants route to go to Scottsdale and down to Tempe St. Luke's. Also would like route to go on Saratoga.

22. They (the neighborhood) will be getting a Multi-Generational Center at Laird, and it's important that the bus includes this site. The bus route needs to be extended to the library and Pyle Center. TCC helps run Tempe Shared Living on University east of the 101, but the majority of the residents do not have transportation. Looking at a map, it is located next to Escalante, but the freeway is a huge hazard because most of these people are very elderly. There is no real bus service here except University, and as a Tempe sponsored home, it should also be included in the bus route.

23. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 6 AM - 12AM

Frequency0: Every 15 minutes

Comments: A separate route to Tempe Marketplace should also be considered.

24. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 6 am to 2 am

Frequency0: Every 20 minutes

Comments: As a student in Tempe I have found my car to be a burden. I take public transportation now just to avoid the headaches of construction work. This area is heavily populated with ASU students and the service would be a much welcomed one. Were the service available, I would use it daily.

25. It is an idea that is long overdue.

26. Every 20 minutes, 7 days a week from 8 a.m. to 6 p.m. or 8 a.m. to 8 p.m. daily.

27. The proposed hours of Sunday through Thursday 6 a.m. to 10 p.m. and Friday 6 a.m. to midnight seems very reasonable allowing for ASU students like me to be able to go to early morning and late night classes as well as allowing me and others to shop in downtown Tempe and the Tempe Market place right up till about closing time. I also agree with the proposal that it should run every 10 to 15 minutes. Every 10 minutes would make it more convenient, but every 15 minutes would also save the city more money while still being relatively convenient. I would like the service not to be any less frequent than 15 minutes.

28. Need to know connecting bus on Trolley numbers in Scottsdale. What about connecting with Mesa out of Tempe Market Place. Mesa should fund this from Tempe border. Alternate Tempe Drive Route. 12 story condo on Miller could fund trees and bus stop. Need connection to Shared Living through access road off 101. The residents only get to the grocery s1x week – actually only 1 resident per home. Continue east on Rio Salado past Tempe Market place to Tempe Condor eats of 101. All bus stops where connections are made should have (shade) covered benches – well lit- safe and secure. Large print for seniors. Route needs to go through East Rio as suggested by Darlene Tussing.

29. Would like Boys and Girls Club to go up a little so mom doesn't have to drive him that far down. When are they going to put a stop light by QT? Would like to go to church on Scottsdale. The Trolleys are by the church.

30. We like. (signed by four people)

31. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 4 PM to 2 AM :)

Frequency0: Every 20 minutes

Comments: I think the flash or a circulator bus should come into north Tempe via Rural, go up to McKellips by way of either College or Rural and come down Miller and then over to McClintock and back down to the ASU area.

32. The circulator is a great idea. Live at Harry and Mary streets. Feel like north Tempe is the unwanted step child. This will make it like apart of the Tempe community. Flash bus will actually allow us to be more involved.

33. supports 100%

34. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: depending upon useage, 7-9? Or if a need for a bit later or earlier for students/workers on campus

Frequency0: Every 15 minutes

Comments: I am a homeowner that rents to my daughter in this area, it would be dynamic for students, as the parking is so bad on campus.

Terrific idea! I think my daughter would feel safer on the flash than on a city bus. She does use Flash\ around downtown.

35. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 10pm (Sunday thru Thursday) & 6am to 12pm (Friday & Saturday)

Frequency0: Every 20 minutes

Comments: Frequency of circulator could be every 30 min. after 10pm on Friday & Saturday. Provide practical shaded bus shelters at designated areas that are optimally designed to provide protection from east, south & west sun exposures (overhangs and screened side panels placed according to each site orientation). Provide solar (PV) powered high efficiency LED lighting for bus shelters.

36. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: On the weekends Fri, Sat nights until 1am please

Frequency0: Every 10 minutes

Comments: Fabulous, can not wait! The whole family is excited to ride the Circulator on a regular basis.

37. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: Late on the weekends please.

Frequency0: Every 10 minutes

Comments: Great can't wait!

38. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 6 am-midnight

Frequency0: Every 10 minutes

Comments: Is there a possibility to include a public art element to the otherwise rather ugly and plain shuttles. ASU has an art school and there are many talented artists in Tempe that would enjoy creating art projects for these shuttles. If money is a factor (it always is), perhaps some local businesses could sponsor an artist to design a motif for a shuttle.

39. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: I'd like it to run until 10pm at least, Midnight would be better

Frequency0: Every 10 minutes

Comments: I live on the current local flash route and ride it from McClintock and 8th Street to school and to Mill. I love it, just wish it would run more often and later at night.

40. Area: Area 1 north of Tempe Town Lake

Favor: Yes

Days0: 7 days a week

Hours0: 7:30am to 2:00am

Frequency0: Every 15 minutes

Comments: I work for ASU and dine often in downtown Tempe.

41. Area: North Tempe (area north of Town Lake)

Favor: Yes

Days0: 7 days a week
Hours0: till 10pm on weekdays and midnight on weekends
Frequency0: Every 20 minutes
Comments: Finally Phoenix is catching up to other major cities

42. Area: North Tempe (area north of Town Lake)
Favor: Yes
Days0: 7 days a week
Hours0: 10am-midnight
Frequency0: Every 15 minutes
Comments: Please consider making the north ("earth") route into a loop, connecting back to downtown via McClintock and University. Or at least connecting to the east ("mercury") loop at McClintock and 8th St. There needs to be a convenient way to get from downtown to Tempe Marketplace, and while the current north route does connect the two, it does so in a very roundabout manner. Making this route into a loop would still serve the north Tempe neighborhoods and allow a quick connection between downtown and Tempe Marketplace.

43. Area: North Tempe (area north of Town Lake)
Favor: Yes
Days0: 7 days a week
Hours0: Su - Th: 6am-10pm; Fr-Sa: 6am-2am
Frequency0: Every 15 minutes
Comments: I work on campus and would LOVE to be able to take the circulator and link up to the FLASH, which would then take me to my office. Ideally, I'd also like to see something like this become an option for students that are out, probably drinking, on the weekends - hence my request to run it until 2am on Fr. and Sa.

AREA 1 – NORTH TEMPE: NOT IN FAVOR/NEGATIVE

1. Area: Area 1 north of Tempe Town Lake
Favor: No
Days0: Not in favor
Hours0: never
Frequency0: Not in favor
Comments: This proposed plan is unnecessary and will overall harm the community

END

COUNTRY CLUB WAY/EVERGREEN

COMMENTS FROM FALL 2005 TO JUENE 3, 2007 VIA WEBSITE, EMAIL, MAIL, PHONE CALLS AND PUBLIC MEETINGS

Grammatical errors and punctuation have not been corrected.

NOTE: SOME COMMENTS MAY BE OUT OF ORDER DUE TO THE FACT THAT ONE COMMENT WAS MADE BY MORE THAN ONE PERSON SO THE COMMENT HAS TWO NUMBERS ASSIGNED TO IT. (FOR EXAMPLE, IF A HUSBAND AND WIFE BOTH SIGNED A COMMENT CARD, BUT HAD THE EXACT SAME COMMENT, THEY WERE EACH COUNTED)

AREA 4 – SOUTHEAST/COUNTRY CLUB WAY: IN FAVOR/POSITIVE

1) Transit is mostly for old people. I live at 3415 S Bella Dive. I know that I see a blue bus in neighborhood. The meeting at 6:15 is too late. No internet access. I shop at Bashas and I'd like to go there. And my friend Bill has a seeing eye dog.

2) Dear Tempe Transit Office. Will not be attending but want to let you know I think the shuttles are a fine idea. Thanks. Karen Romersa.

3) Area: Area 4 East of McClintock
Favor: Yes
Days: 7 days a week
Hours: 10-7
Frequency: Every 15 minutes
Concerns: no
Comments: Glad to see more useful public transit

4) Area: Area 4 East of McClintock
Favor: Yes
Days: 7 days a week
Hours: 8 am to 10 pm
Frequency: Every 15 minutes
Concerns: Would the small buses accommodate rush hour ridership?
Comments: Adding route would allow me to take kids to their school (Ward) then continue on to work at ASU!

5) I'm writing in strong support of the neighborhood circulator expansion (for all of the proposed neighborhoods). As a bicycle commuter, I'd be happy to see fewer cars on the roads. Especially around ASU, people drive too fast on the neighborhood through streets (like College and Roosevelt, for example). Providing more options for public transportation would increase safety for everyone. It would also provide a safer alternative for bicycle commuters who commonly return home after dark in the winter when it gets dark earlier.

The neighborhood circulator would definitely help me drive less, since I could ride it to the grocery store, restaurants and downtown Tempe. I doubt that it would be excessively used by people who live elsewhere (like students parking or outside troublemakers). Excessive student parking on some neighborhood streets is already a problem and this won't help or hinder it. I think that the circulator would help connect people more within our communities, since it wouldn't hurt if people got to know their neighbors better while sitting on the bus.

Thanks for your serious consideration of this matter for the improvement of Tempe

6) Area: Area 4 East of McClintock
Favor: Yes
Days: 7 days a week
Hours: During daylight hours at the very minimum.
Frequency: More than every 30 minutes
Concerns: For me to use the proposed route, I would need to walk about 1/2 mile; that's not difficult now, but as I age (& need to use public transit more) it will be more difficult. We would also like to use it to get to light rail station - rather than drive & park our car; proposed route doesn't make access any easier.
Comments: This is a great idea - I'd suggest starting out with timing about every hour ; if it's popular you can go more frequently. It causes less distress to add times than to subtract.

7) Area: Area 4 East of McClintock
Favor: Yes
Days: 7 days a week
Hours: 6:30 a.m-6:30 p.m.
Frequency: Every 10 minutes
Concerns: no
Comments: Excellent idea for Tempe residents! Much more convenient than the other bus routes. If the routes are no more than 10 or 15 min., that makes it even better. Thanks!

8) Area: Area 4 East of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6:30 a.m. to 6:30 pm

Frequency: Every 15 minutes

Concerns: East side of 101 has been ignored - no transportation to the light rail on Apache and Price

Comments: I live just east of 101 at Evergreen and Wesleyan - Why has this area of Tempe been ignored?

9) Area: Area 4 East of McClintock

Favor: Yes

Days: 7 days a week

Hours: 7am-10pm

Frequency: Every 10 minutes

Concerns: none

Comments: Good idea

10) Area: Area 4 East of McClintock

Favor: Yes

Days: 7 days a week

Hours: 8 am to 10 pm

Frequency: Every 10 minutes

Concerns: The route does not come any where near my neighborhood. (See suggestions below)

Comments: The route should not follow the US 60 access road, where few people live. Instead it should follow Howe and Don Carlos through the Escalante and Alegre neighborhoods to McClintock, and then go up McClintock to Broadway before turning into the other neighborhoods.

11) I attended the meeting this evening at Curry Elementary School. We're interested in the proposed circulator bus route. The map as presented did not have any route east of the freeway. Please give consideration to adding a route into the neighborhood east of the freeway. Our address is 2528 E. Geneva Drive. A school bus goes down both Evergreen and George Street.

12) Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 24

Frequency0: Every 10 minutes

Comments: Great Idea

13) Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 0600 to 1900, any approval is better than nothing

Frequency0: Every 20 minutes

Comments: in favor, there are alot of older residents & others in this area that no longer drive that could benefit from the shuttle program. I would like to see the shuttle enter the tempe neighborhood betwn Southern & Broadway, East of Price, enter George (next to Manuel's) & travel North, travel North on Cottonwood

14) Would like for the route to go directly to the Pyle center (like the previous proposed route). She is visually impaired and may depend on this service.

15) Route should go to Tempe Market Place.

16) In the neighborhood – 15-30 minutes at peak times (6-8am, 4-7pm weekly). Connection to popular routes (College) need to address overflow business on that route. Competition is 61 bus route – free for me – what's the motivation? Connect Southern Avenue with light rail via Evergreen, Please. I also like that I can take Rural & McClintock buses south and not have to wait for Southern bus. Right now it takes 45 minutes to take 61 & 81 to ASU (it takes 20-30 minutes by car).

17) Sun – Thurs bus should run 6:00 am till 10:00 pm; Fri & Sat nites bus should run 6:00 am till 11 pm or midnight.

18) We live on Del Rio Drive between Los Feliz Drive and Country Club Way. We are most interested in picking up the shuttle nearby for our kids, and going to: The Library (Pyle Center); Connecting to the light rail; and ASU area. Thank you!!

19) Del Rio and Country Club – route should go on. Balboa & Los Feliz serve east side of golf course.

20) More destinations – McClintock and Broadway.

21) Thanks!

22) Thanks for an informative & enjoyable meeting!!

23) I am interested in using this from Cottonwood & Concorda to Southern or to Broadway to pick up Valley Metro to go to volunteer assignments in City of Tempe offices. The only thing that would enhance it for me is service to Tempe St. Luke's Hospital (also volunteer work).

24) A great idea – good start to reducing car traffic.

25) Looks Good!

26) Not sure if enough ridership to warrant Price to Country Club and Southern to Hermosa; connection to westbound to library/Pyle or directly there; min. once per hour.

27. Area: Area 4 east of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: late -at least past 2AM
Frequency0: Every 15 minutes
Comments: Good luck

28. Area: Area 4 east of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 24 hours
Frequency0: Every 10 minutes
Comments: Flash buses are a great help in reducing both traffic congestion and air pollution

29. Area: Area 4 east of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6 AM to 10 PM
Frequency0: Every 15 minutes
Comments: Wonderful, wonderful. It will encourage me and others to ride light rail. Parking in central Tempe and ASU is getting scarce and expensive. I would love to ride mass transit and this will make it supremely convenient and affordable. I see little or no reason for concerns about negative impacts on my

neighborhood. I would NOT favor addition of shade structures or benches in neighborhoods, of course. One more reason Tempe is a great place to live, thanks.

30. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 10 pm

Frequency0: Every 10 minutes

Comments: would like to go hudso elementary school

31. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 am to 10 pm

Frequency0: Every 15 minutes

Comments: I think this is a great idea, and I would certainly take advantage of it!

32. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: The specified times are fine, but if the buses are quiet enough, they should run until midnight on Fridays and Saturdays for people getting back from an ASU game, etc.

Frequency0: Every 15 minutes

Comments: I noticed that in future plans, the route will expand to Apache for the light rail. Why not extend it to Apache now for people taking the Red Line bus.

33. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: As stated but with "peak" running every 20 minutes and "off peak" every 30 minutes.

Frequency0: Every 20 minutes

Comments: To offer maximum coverage and minimize traffic, routes in ALL areas should diverge wherever possible while within a neighborhood. In Area 4, for instance: S on Cottonwood/George and Evergreen/Balboa on the swing N. This would also serve to connect the two parks and increase inter-neighborhood interaction. The same should be done west of the 101 with Selleh Park, the eastern boundry of Shalimar Golf Course and Rotary Park. Ease of access to the light rail stop should also be considered.

34. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 am to 9 pm

Frequency0: Every 15 minutes

Comments: I like the idea of the circulator routes. I would like to see more east to west movement in area 4. The area south of Southern, West of Country Club Drive and East of the 101 is not well served. Consider east on Malibu, south on River, west on Manhattan and then back to the south on Country Club. Could do something similar in the quadrant north of Southern, east of County Club and east of Price. The route needs to enter the neighborhoods between Price and Country Club.

35. We live on Del Rio Drive between Los Feliz Drive and Country Club Way. We are most interested in picking up the shuttle nearby for our kids, and going to: The Library (Pyle Center); Connecting to the light rail; and ASU area. Thank you!! *From same household as #18*

36. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: Twenty four hours a day
Frequency0: Every 10 minutes
Comments: Keep the current Flash Line serving the Escalante Neighborhood intact, as well as adding new lines

37. Area: Area 4 east of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: noon until 7pm
Frequency0: Every 20 minutes
Comments: Will these vehicle just go within the areas or will there connecting points to other routes?

38. & 39. Area: Area 4 east of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: As early as possible and as late as possible
Frequency0: Every 20 minutes
Comments: Please have a stop either by Los Feliz Dr. & E. Del Rio Dr., OR, E. Del Rio & County Club Way. We would like it to go to the Pyle Center, ASU and where the light rail will stop on Apache. Thank you!

40. I live near Daumler Park east of Tempe Canal. I am in favor of Orbit route as long as it doesn't create extra activity in park. Not much monitoring over there.

41. Please mail a system map. I would like the route to go down Southern (draft 2) but still be bale to accommodate the Evergreen/Riviera, Cottonwood and Pebble Beach area (lie Draft 3). Times of bus schedule to accommodate sporting events (ASU games, D-backs, Suns, etc...)

42. In favor of Expansion. Hoping that approval is gained @ Sunflower Mkt because it is close to Basha's, Blockbuster, Walgreens. The Tempe Marketplace will be a great stop in the future. Was glad to see the route add George/Cottonwood. Would like a system map (in color) mailed.

43. This route coming south on Country Club Way south of Southern would be more inclusive if tit turned east on Malibu to Riviera then south to Manhatton then back west to Country Club Way. The return to north is too close to the Southern route to be effective.

44. In favor of Expansion. I may not utilize the service but it looks like a good idea expecially when light rail comes on line. Please mail me a system map. I just heard the circulator buses are free. Ok, I may ride it.

45. In favor of expansion. Have east access to other routes in the city.

46. In favor of expansion. What do the other routes look like? Ok to match schedule timer with light rail. Would like to get to the library without transferring. I'll use it to support it so when I need to, it will be there. Would like a color system map mailed to us. Would like direct route to Escalante.

47. In favor of expansion. Excellent concept. Great for those who don't want to drive. There should be less pollution because less people will drive for short distances. This will be great for areas of less density, which have less access to public transportation. Could the ride stop at the library instead of Sun Market? This would help use the service without having to drive. Did you hear that UPS saves millions in gasoline cost by only making mostly tight turns.

48. In favor of expansion. It missed intersection of Price and Southern, which is our major use for this service. Direct to Tempe Public Library would be helpful. Please mail a system map.

49. In favor of expansion. It would be good to match light rail schedule. The route looks very good, but Southern medical buildings between Cottonwood and McClintock would be valuable. Later service on event nights would be helpful. How about considering less frequent service, similar to the paid bus routes. I'm still driving at age 81, but will use the bus to get used to it, and support, as in the future I will have to use it. Please send me a system map.

50. I'm delighted with this new service. I use public transportation in Portland OR and find it safe and convenient. I plan to use the service. I do think service along Southern to price is important. I hope there is a route through areas like Victory Acres where many people do not have cars.

51. I would like to see a route from the east and south going to the new Tempe Marketplace. Thanks you, I think the route is fine.

52. In favor of expansion. I frequent Pyle Center activities. Many of our members have become too old to drive. A free shuttle to Meadows and Contempo would be helpful for them to get to Pyle Center again. As I grow too old to drive, it would be nice to have the shuttle go to the library and Pyle Center. I would like to see our shuttle go to the Pyle Center and the library. Please email me a system map.

53. It would be helpful add bus route on Southern and Country Club Way east to Friendship Village because there are many medical offices where many Tempe residents go for medical appointments. There are many Tempe residents who are ???? and they probably would want to participate, utilize the circulator program. *Illegible sentence*. Include route to Pyle Adult Center. Please send me a copy of the system map and copy of survey results. Thank you.

54. Would like to see route go over Southern to Evergreen (doctors offices and Friendship Village) . Also would like to see a link down to Baseline/Guadalupe/McClintock. Would like to see this route extend to Library/Pyle Center/Historical Museum complex (especially as I grow older.) Time of service – on weekends extend hours to 11 p.m. (or whenever light rail would end service). Please mail me a system map. Thanks.

55. The route looks good but it should connect to the LR as soon as possible.

56. In favor of expansion. Needs to go down Southern Ave. Like it direct to the library. Extend time when events are scheduled.

57. In favor of expansion. I am in favor of this service, but I have some concerns about the safety of neighborhood. I do not want to see people coming from another places and stay in the area. Sometimes is possible to see homeless people sleeping at the Selleh Park.

58. Service should go to Library and Museum and Pyle. Travel down Southern from Evergreen to McClintock.

59. Route should include a path on Southern Ave between Country club Way and Evergreen. Route should include the Library/Museum/Pyle Center. Route must connect to light rail.

60. In favor of expansion. Sales tax generated everyone pays. I will ride the circulator. Go to the library connect connect with the light rail. I support the circulator.

61. In favor of expansion. I am in favor of the proposed expansion as indicated on the most recent map. Living on Country Club, I am certainly appreciative of opportunity for shuttle services.

62. Add biofuel as an option for the buses. Still love the idea and am in full support, now I need to find a way to supplement the light rail until it's available. Connect to Red line to get to ASU (see light rail comment before.) Is it still not an option to make it circulate? A route around ??? much like the other neighborhoods. Great job listening to everyone's input.

63. This will be a great addition to our lives. It will connect us to the Red line bus and the light rail as well as help us get to the library. Draft 3 with extension to Apache. Please go on Country Club Way. You should have lots of riders on this street. I'll be one of your first riders.

64. In favor of expansion. We live on Country Club Way, do not have a car and would welcome this service. Draft 3 with extension to Apache.

65. & 66. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6a or 7a until 10p or 11p

Frequency0: Every 15 minutes

Comments: Please don't be discouraged by negative comments made by those who never have used our bus system at April 23 Curry Elementary meeting. It will take time for people to reduce their reliance on their auto! My wife and I don't have a car so circulator bus would help us with grocery shopping and some other trips we now take on bicycle. We use 81 and Red Line to go to/from airport and Symphony Hall for opera and concerts 2-4 times a month, but infrequent weekend service on 81 has been a problem. Therefore, we suggest circulator link with Red Line at Price/Apache, not waiting until light rail service begins. Bus should go past Basha's as well as Sunflower Market. Extension to Library and Fry's at Rural and Southern would be nice, but may be ok to transfer to/from proposed circulator in Area 2.

67. Area: Area 4 east of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: ?? I'd use it middle of the day but I don't know about the needs for early riders

Frequency0: Every 15 minutes

Comments: Happy to see this happening!

68. I would like a neighborhood shuttle to stop at Los Feliz and Del Rio (east of McClintock High School) and go to the Pyle Center.

69. I live in the 2100 block of Pebble Beach. The proposed circulator is on Country Club at its closest point to me - too far away to be usable. Please consider coming closer.

70. Area: Country Club Way (area east of McClintock, west of Tempe border with Mesa between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: Daytime hours

Frequency0: Every 10 minutes

Comments: I support; we need more public transportation!

71. Area: Country Club Way (area east of McClintock, west of Tempe border with Mesa between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: Sun-Th 6am-10pm, Fri & Sat 6am-2am

Frequency0: Every 15 minutes

Comments: The system needs to have later hours on weekends considering this is a college town cracking down on drinking and driving.

AREA 4 – SOUTHEAST/COUNTRY CLUB WAY: NEUTRAL/MIXED

1. Undecided. Definitely connect to light rail in future. At Broadway and Price, I proposed the circulator turn south on Price to Southern, east on Southern to Evergreen then follow existing route thru east Tempe neighborhood. Also, at Country Club Way and LaJolla, I propose the bus turn east on LaJolla, north on River, west on Malibu then pick up existing route on Country Club Way. Extend hours of operation to coincide with light rail operation hours.
2. 5.5 million a year?
3. Undecided.
4. This was my first meeting. No comment as of this point . I'll research it further and try to locate a map to see actual routes.
5. Maybe, need more information. No need for buses every 15 minutes. Change to one hour between buses, No mid day buses if no one is going to ride. It was said that this program is built for light rail way not run it the same hours for buses as light rail. Send me a copy of the whole system Tempe will have to see how they connect to each other.

6. My concern is cost. The number of people at this meeting is about 1% of your target market. Even allowing that at full maturity you have 5% of the people riding it occasionally, that's not a fair use of taxpayer money. Comparing this to streets is apples and oranges. Streets are necessary infrastructure,

AREA 4 – SOUTHEAST/COUNTRY CLUB WAY: NOT IN FAVOR/NEGATIVE

1) Area: Area 4 East of McClintock

Favor: No

Days: Not in favor

Hours: 0

Frequency: Not in favor

Concerns: If you look at who is making the neighborhood flash routes successful, it's the students. I don't know why you would have a route that didn't end at the campus.

2) I'm concerned that this will add more traffic to the Shalimar neighborhood. An express bus already runs down Alameda that is usually empty. Traffic from Price empties into the neighborhood due to the narrowing of Price North of Southern. Now, 2 buses (one each direction) are proposed to run through the neighborhood every 15 minutes. Staff this evening has told me that no study to determine ridership has been done. Why not? Why bother with this service if no one is going to ride it? No one rides the express bus through this neighborhood. I'd also like to know if stops with benches or covers will be put in. It seems that benches & covers would encourage loitering more than anything else.

3) Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: none

Frequency0: Not in favor

Comments: I don't want any more traffic on my street or near it. Kids play there! This is a safety issue!

4. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: Are you people nuts? Whatever happened to nice quiet residential areas? The street I live on Evergreen Rd already has way to much traffic, Including very load & stinky school buses. You have not even tried to estimate ridership. If you would you, I am sure, would find that this is not economically feasible. Just because you have money that you have wrested from the overburdened taxpayers does not mean you must spend it on some losing idea. Masstransit will never work in this or any other town in this valley. The sooner you people come to face that, the sooner we can be relieved of some of this tax burden. Take heed City of Tempe. Thank you

5. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: no preference

Frequency0: Not in favor

Comments: My household has no need for the extended service. It wil not be utilized by my household.

6. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Every 10 minutes

Comments: The cost/ridership value is excessively high. I support providing a Taxi Cab Connection program which provides vouchers to riders. This program has been extremely successful in Scottsdale and would likely be better used for senior citizens. My 82 year old mother and her bridge partners indicated that would use a taxi program but would NOT use the bus service. This cost/ridership would be much less than the circulator. I use the bus often but will not use the circulator. I walk to the nearest bus stop to catch the main bus line on Southern or McClintock. Since the tax revenues are generating enough money for multiple circulators, I urge the creation off a Taxi Voucher program.

7. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: The traffic on country club way with the buses and the bicycles would be an accident waiting to happen. Country Club way south of Southern is not a wide road way and we have parking on both sides. It is not that hard to walk to the bus stop from any where along the proposed route. Maybe when the light rail is working and if it does make travel downtown easier the route might make it easier for some people. However I have my doubts that the light rail service will make a big difference as there will be too many stops to make it a good choice for people trying to get to jobs and etc. down town.

8. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: Zero

Frequency0: Not in favor

Comments: This extended bus service imports crime to neighborhoods. Also, Country Club Way already has high pedestrian and vehicel traffic due to the school and park, and pedestrian bridge over US60; other streets should take their "fair share".

9. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: We don't need increased air polution from the buses any hours.

Frequency0: Not in favor

Comments: This is an obvious attempt to sell the railroad to nowhere. All you will be doing is increasing air pollution with more vehicles, increasing traffic through our neighborhood, providing unneeded service to the boondoggle on Apache and providing a golden opportunity for the social engineers who sincerely believe they can provide a better life through ever expanding government control, expense and intrusion. I voted against the unneeded railroad that is too slow and too limited to be used by serious numbers of people and this add on project is just more proof that the financing of the transportation black hole is endless and bottomless. Liberal hunger for the money in my wallet knows no limit. Stop wasting my money. I don't appreciate it.

10. Against the circulator. Where is the money coming from? What is the support level? ASU charges to park these students want a free ride. Unnecessary people in the neighborhood. Not happy with this. Overall picture is not being put out there. Excessive people in neighborhood.

11. I do not believe it is a good idea to expand the Circulator Bus Routes. I live on E. Geneva Dr, and there are small children who play in the streets. Most of the residents have at least one car, most have more than one. I would not use the bus, and don't want any more traffic on our street, much less every 15 minutes. We also have on street parking and the school buses barely have enough room on the street. The money could be better spent on improving Dial-A-Ride for the citizens who need it. How would this be paid for? Our taxes are already out of sight, and we need more Police Officers to combat the gangs in our neighborhood. Please do not expand this service to our neighborhood.

12. Not in favor of expansion. I have a specific concern about security on board the shuttle bus, My question as the meeting was "If a violent incident occurred on the shuttle, what countermeasure would be applied?" Answer: "Driver uses radio." There is a risk that vagrants or homeless people could board the shuttle. That would not be desirable. How can the driver distinguish a Tempe resident from a non resident? How does the city of Tempe justify spending approximately ½ million dollars per month (\$5.5 million per year) without any metrics to judge the success or failure of the system? This appears to be "tax and spend" policy. I am opposed.

13. & 14. Not in favor of expansion. Feel this system invades the privacy of our neighborhood. Please send a system map to us. Thank you.

15. Not in favor of expansion. This is another wonderfully idealistic but highly impractical Tempe transportation project. The current bus system is gravely under utilized. A waste of money. It doesn't appear that any hard research was done on who would really use this.

16. Would not like it on my street. Already have a city bus on my street. Safety is a huge issue. I do not feel I could let my college age daughter walk to/from and take the shuttle. Later times available for events @ ASU, Diamondbacks, Suns, etc...

17. Not in favor of expansion.

18. Not in favor of expansion. Not at all for this. We have enough traffic in our neighborhood. We don't want people parking in front of our home and getting this bus and this to be every 15 minutes from 6 a.m. to 10 p.m. M-F. What about ASU students getting and parking? What about permits? This would be issue to non owners who would park in the neighborhood.

19. Not in favor of expansion.

20. Do not want in our neighborhood due to noise. Parking in the street. Here a problem with how the survey was taken. Renters were included and they do not have their money in Tempe in their homes. No way to stop ASU students from parking on street. If it would be used by Tempe residents only it maybe ok but it is everyone.

-
21. Not in favor of expansion. I propose bus goes to Palmcroft – Evergreen Rd to Down 8th Street to Daulmer Park turn on Evergreen to Geneva Dr. Return on Cottonwood Dr. People on Evergreen need to be bale to ride the flash system. It does not need to use the same route into the area and out of the area. It will cut down traffic on Cottonwood DR. Let it be more accessible to other people. There is no need for it to go up and down on Cottonwood Drove. Time to run: 7- 9 a.m. and 3 to 7 p.m. I am not in favor for this system. It is a waste of money.

22. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: I do not think that the bus should run down Evergreen and Geneva Dr. because it will increase traffic volume rather than decrease it. If adopted then it should stop at 6:00 PM and should not begin before 7:00 AM

Frequency0: Not in favor

Comments: I don't believe that there is the population or bus ridership in the area between Broadway and Southern and from Price Rd to the Canal to support this program. Geneva Dr and Evergreen Dr currently have very low traffic volume. Adding the bus will increase the traffic dramatically. The route should be placed on streets with at least the same traffic volume as the bus will create. Neighborhoods with low traffic volume such as Geneva Dr. and Evergreen Dr. should not be impacted in this way. It is noisy, It will adversely effect my quality of life and the value of my property. It is not safe for Geneva Dr. where children play and cars are parked on the street. Further, it contributes to poor air quality which will affect people with asthma. If the route is adopted in spite of my objections then it should not run on weekends and definitely should end by 6:00 PM and should be every 30 minutes during peak traffic times and less often during other parts of the day. There is reduced demand during certain hours so there is no need to run a bus at the same frequency during the entire day.

23. I am unable to attend the meeting concerning the transit plan and route for the regional buses. Since I can't attend I want to share my wishes.

I live at the corner of Evergreen and Geneva Dr. in Tempe and I do not want the bus route to go past my house (front and rear) This is a relatively quiet neighborhood with little through traffic.

The noise will negatively impact my quality of life. It will be heard on my patio and through my windows. I care for an elderly person and it will be very bad for me personally. I will probably consider moving if this plan goes through. Much as I believe in public transit, I do not want a bus circling my house every 15 minutes all day and every

weekend. I would like to pose the following recommendations and reasons. My

recommendations:Please do_*/not route the*/ bus down Geneva Dr*/_ and turn onto Evergreen. It would be better if the bus just went straight down George to Southern. If this plan is still going to be implemented then please _*/do not run the bus on the weekend.*/_

3. If this plan is still going to be implemented then please *_reduce the frequency./_* There is no need for this frequency.*/My reasons:*/_

/I don't believe that there is population or bus ridership in the area to warrant this./_* /The plan will severely impact my quality of life. I own my home and was planning on retiring here. If implemented, this will change my plans./_* /Transit of this type will make the whole neighborhood less desirable. There is an urban blight already occurring in the Dobson corridor and this will further promote it. People move to a neighborhood because they characterize it as quiet and as having low traffic volume. This changes the character of the neighborhood substantially.It isn't safe to increase the traffic. There are quite a few children on this street and it is not safe for the traffic to beincreased to this degree. Further, most people part on the street and it will not be safe to pull out of the driveway.I/t will increase pollution. My family members have asthma and this will exacerbate it. It will be noisy. There is a stop sign at the corner and applying the brakes and slowing as well as accelerating will be

noisy. The buses will pass by my patio, my bedroom window and my front door. The houses on the corner are most adversely affected./

/_*Methodology for gathering input: Are you going to survey the households on the street concerning the plan? Holding public meetings is well and good but many people can't attend and the method of gathering input is not scientific. Do you want consensus, input or just the opportunity to tell people what

has been decided? This seems to be a topic that could have been easily handled through a mail survey to those households affected through their utility bills or some other way. *Survey content: *I did see the survey that is being done, but that is not addressing the question of routing, timing etc.
Sampling:* People who don't live on the route will undoubtedly think that the bus will be positive. So you need to ask people who are directly impacted by the route.

24. Area: Area 4 east of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: I don't want it to run at all

Frequency0: Not in favor

Comments: This is wasting our taxes. We need more police to combat the gangs that are starting to infiltrate our neighborhood. I do not want more traffic on our street. We have on street parking and children ride bicycles, skate boards and scooters in the street, and the school buses have a hard time getting down our street as it is. Expanding this circulator bus route is a bad idea. There are plenty of city bus stops on Southern and Broadway. Stop wasting our taxes on unnecessary services that we don't want

END

COLLEGE/DORSEY

COMMENTS FROM FALL 2005 TO JUNE 3, 2007 VIA WEBSITE, EMAIL, MAIL, PHONE CALLS AND PUBLIC MEETINGS

Grammatical errors and punctuation have not been corrected.

NOTE: SOME COMMENTS MAY BE OUT OF ORDER DUE TO THE FACT THAT ONE COMMENT WAS MADE BY MORE THAN ONE PERSON SO THE COMMENT HAS TWO NUMBERS ASSIGNED TO IT. (FOR EXAMPLE, IF A HUSBAND AND WIFE BOTH SIGNED A COMMENT CARD, BUT HAD THE EXACT SAME COMMENT, THEY WERE EACH COUNTED)

AREA 2 – COLLEGE/DORSEY: IN FAVOR/POSITIVE

1) Comments: I live in the Southern/Rural Broadmor area and I would love to see the Flash in our neighborhood---especially to head downtown or to the trolley once that's up and running. As much of my neighborhood is comprised of retirees, I can see this as an enormous enhancement to our quality of life. Without question the Flash should include the library complex!!! That seems to be an absolute!

2) Quite a few months ago, there was a survey circulated within my neighborhood which pitched the idea of expanding the Flash bus service to the neighborhoods south of ASU main campus. Do you know what the outcome was? Is there plans in the near future to expand the Flash service south up College Avenue to Southern Avenue? If service is going to start in the near future, it would be highly likely that I would take advantage of such a service. I do not find any information on Tempe's or ASU's web sites other than the routes for eastside and westside of Tempe. If you could share any information about other proposed Flash routes, I would appreciate it.

3) Comments: I would like to see a stop at the Tempe Public Library complex. As a parent of a student at Tempe Preparatory Academy, the Library is a key spot for us. Students walk over to the Library everyday after school. Expanding the Circulator Program to the Library would give us more options for transportation.

4) Great Idea. Shuttle to Library, Frys, Downtown, Town Lake, Safeway, ASU, -

5) I think it would be fabulous to have additional neighborhood circulators. Very excited that it would be coming through my neighborhood. When designing the route it is important to my family that it connect to light rail, VTA bus stops that provide express service to downtown Phoenix, and to ASU/Mill Avenue. Would love to have service run late enough that we could ride it to Mill for dinner & movie, etc and still catch it back home. Also, it would be helpful to have it run late enough to catch it after performances at Gammage and on weekends too. Having moved here from San Francisco, we are so excited to see more public transportation options becoming available. Thank you!

6) Great idea! I would like to see circulator routes that also run east to west, to make it easier to get to the major North/South routes – 72 on Rural, 81 (84?) or McClintock. It's actually pretty easy to get to downtown Tempe, but not always so easy to get to the main bus lines w/out having to walk bet. .5 and 1 mile. Thanks for proposing circulators for "Zone 3"

7) & 391) 1. Connection to light rail should be a given. 2. We would use the neighborhood circulator. 3. Alameda from Rural to McClintock for a route. 4. Have same hours as the FLASH. 5. Destination: Mill Avenue & ASU, Tempe library.

8) Very hopeful that this will happen. I ride the busses often but in the summer I would appreciate a ride to a main route or even downtown for a movie. Actually since I'm 74 I appreciate a ride any time. Please make it soon.

9) Fabulous idea to tie Tempe neighborhoods together! I have used the existing Flash routes in the past and have always wished the area around Meyer Park had the same support. Access to ASU, Light Rail and Downtown Tempe would be the keys for our family. I would be willing to help out in any way to get a shuttle through, or near, our neighborhood. Feel free to contact me.

10) I view this as an excellent idea and I can't imagine that people in the neighborhood would see any negatives. It's a great service and I believe it would be well used in our area. One of the pleasures in major cities is being able to go where you like with frequent running public transportation. This would bring that same pleasure to smaller neighborhoods. Obviously, the costs associated with maintaining a car would also be a factor in having steady ridership, especially for short trips which are not cost effective to drive. Hope it gets implemented.

11) Love the idea of Flash in my neighborhood! Would love to see this come down Terrace between Broadway and Alameda or Southern. I would utilize this to go to ASU and to Downtown Tempe.

12) Via phone call on 11/11/05 – Mrs. Fender said it was a wonderful idea. She sees a lot of people walking toward Southern Ave when it's 116. This would be wonderful. Likes the circulator idea.

13) & 392) Yes! Let's do it!

14) I would very much appreciate service on Malibu between Dorsey & terrace we have many seniors on our street and it would be greatly appreciated! E mail some type info so I can distribute to neighbors

15) I think that this program would be good for Traffic congestion (cutting down on it). Also can be very useful for going to the Library etc. But main thing is getting cars off the roads.

16) GREAT IDEA. Every 15 min fm 7:00A – 9:00PM. Terrace & Alameda Streets. Pyle/Fry's/Library. Whole Foods. Sunflower.

17) Route suggestions: Hook up main routes Express & rapid like Alameda & Dorsey → major ½ mile marks from bus routes. Yes like downtown Tempe, Tempe Town Lake & Lite Rail connections ! ☺ ?will bike routes & connectivity enhance? Dorsey & Alameda
?Will have bike racks on these type of buses

18) & 393) Yes, yes, yes! We/I've been wanting something like this for years (bought house = 1993) Robby works @ ASU Lucien= student @ Broadmor → McKemy (6 yrs. Old) we go downtown a lot we go to library a lot It's ½ mi to Mill Ave or Rural Rd buses. Small bus up & down College w/ downtown as one end & P.O. & Library @ other end would be so helpful.

19) I think your idea of expanding FLASH to other neighborhoods is great. I would definitely use service that went South on College (for example) from ASU. I think this service would be very popular and would alleviate traffic congestion. Favorite destinations: ASU – downtown Tempe – Library – Whole Foods/McDonalds / Lake, etc.

20) I support expansion of the Neighborhood circulator. We need to ensure that most of Tempe has access to a shuttle to help them go to school, to the store, ect.

21) Great idea! I'd love to see a circulator on College that goes to ASU & Tempe Public Library. Connecting to any grocery store (Fry's, Safeway, or Whole Foods) would be an excellent idea. Downtown Tempe is less necessary for me – I can walk from ASU.

22) I definitely would use a neighborhood circulator shuttle to access shops and community centers in my neighborhood, and as well, to access shops, services, cultural events in the downtown/ASU area. Others in my family would use the shuttle for travel to work and school at ASU.

23) I like the plans to expand the circulator system and would love a route from the library to downtown.

24) Would very much like to have a circulator in our neighborhood – but not to downtown – there already plenty of buses to that destination. What's more important is access to local shopping on Mill, Rural, Broadway, Southern, McClintock – also the post office and library.

25) I would very much like to see a neighborhood circulator route in my neighborhood. Destinations: library, Whole Foods, Tempe High school, & elementary & Jr. High schools.

26) Would like to see some more frequent service between Library, Pyle & downtown, ASU. Have used flash at ASU & found it very helpful!

27) would like service to Basha's, Sunflower & TARGET from Rural / Southern. Can get downtown on Rt 72. Would like service evening service to Gammage.

28) I would encourage the next expansion into zone 3. Connect light rail, Rural & southern, downtown & ASU. Suggest College Avenue route.

29) I strongly support the expansion of the neighborhood circulator routes and look forward to the proposed routes being presented in 2006!

30) We really want a flash on College Ave from Pyle to ASU to downtown Tempe. As soon as possible! - Parking downtown has gotten worse. I can walk to ASU in winter, but not when it's 100 & in spring & summer. Don't try to do too many routes too soon but the Pyle to downtown rt is already used for special events & needed for other events at ASU, (football games) arts festival in downtown – even if just available on weekends.

31) It is vital to our neighborhood and the Library to have a circulator route go on college linking downtown/ASU & the Library via College.

32) Believe that the neighborhood circulatory program should be expanded

33) Good idea for the near future. Please include connections with the Metro bus system as well as the light rail system. PS connect with Rural soon! Thank you for the information.

34) Shuttle down College from Southern to Apache to connect to buses especially at night.

35) I am a frequent rider on the existing Flash route, and was involved in its planning since it was the twinkle in our eyes as we lobbied for the transit tax. Hoorah and well done! Now let's make it better... 1. While downtown is an important "hub" – ASU is where the real ridership is, so all routes need to lead to campus as well as the Light Rail station. 2. Hours need to be extended to AT LEAST 9:00 PM (10:00 is better) to accommodate night class travel. Now – not with route changes! 3. A central connection for all routes will be great. 4. More stops at BASIC GOODS & services are needed – eg. grocery store / pharmacy. 5. Better monitoring of drunk passengers is greatly needed – it scares children, makes the buses smell of urine, and generally is disgusting to many riders. 6. Better training of drivers as slow/smooth neighborhood style is needed!!

36) This would be a wonderful asset to our community. Hopefully, it would reduce local traffic. I am very interested in this increasing opportunities for my children to participate in programs at the university and the library. Due to the hours I work they currently do not have transportation to programs they would like to participate in. This is a great idea! We will definitely use it.

37) Encouraged to find out that there will be a bus running north & south on Mill so I can catch a west bound bus on Broadway. This program has great possibilities.

38) this is long overdue – my hope was when the vote was successful in 96 that these neighborhood circulators would quickly follow. Much pollution can be eliminated by using these small buses to get to the main bus line – the library – downtown Tempe, dental appts – doctors – recreation etc/ I welcome seeing them on my street on a regular basis – Many ASU students will enjoy the opportunity to utilize a connector. What about ADA – wheelchairs lifts – etc – will there be bike racks? Frequency of service is important!

39) Please contact me later very interested in going to Contempo mobile park.

40) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 7am to 7pm

Frequency: Every 15 minutes

Concerns: no concerns

Comments: Looking forward to it.

41) The sooner the better

42) As soon as possible we need it for college students too.

43) Avoid downtown (mill etc) transfer points. Timing: 10-15 minutes frequency. Route: Wilson to Southern & Rural via 13th ST & College or Farmer → Broadway → College. Southern This is a very good idea/plan – reduce need for cars on the road and parking on small, residential streets!!!

44) It would be nice if it would come to Pyle center. If it would go South McClintock & Guadalupe that would be great.

45) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:30 a.m. to 10:00 p.m.

Frequency0: Every 10 minutes

Comments: looking forward to this service

46) Good plan. Would love to have it help me. Alameda & McClintock area

47) Urge my support of the College circulator bus. Live in Daley Park and work at ASU. I've lived in neighborhood for 20 years. This is a great idea. It will help reduce traffic and improve quality of life. Love the idea.

48) area: Area 2 (east of Mill and west of McClintock)

comments : I like the route and would use it to go to downtown tempe.

favor: Yes

days: 7 days a week

hours: 6 a.m. to midnight

frequency: Every 10 minutes

concerns: please do not let a couple of people who do not like to idea ruin it for the rest of us. Please make the route happen.

49) area: Area 2 (east of Mill and west of McClintock)

favor: Yes

comments : I love the route. I can use it to get to work and downtown for fun! My whole family will use this route to get to work, school and recreation.

days: 7 days a week

hours: 6:00 a.m. to midnight

frequency: Every 10 minutes

Do you have any concerns and if so, what are they?: I would like for the drivers to be extremely sensitive to driving at or under the speed limit in the neighborhoods.

General Comments: Love this. Can't wait. When will it start?

50) The majority of the proposed routes except for one seem to be catering too much to ASU students whom already have a free bus card with tuition. The benefits to families seems minimal other than driving near elementary schools or getting to downtown Mill or ASU game events. There needs to be routes that focus end points on major destinations like shopping centers, recreational centers, and parks, schools and libraries. I would like to propose a route from Tempe Marketplace to Kiwanis Recreation Center using neighborhood streets. Tempe Marketplace south McClintock to Don Carlos, west to Butte, south cross Apache to Elm, south to Williams, west (pass the park) continue west on Spence to Rural, south on Rural to Encanto, west (pass Daily Park) south on College, west on Hermosa, Mill South to Kiwanis on All America Lane.

51) I know the public process takes a long time, but let's get this done. All of the routes seem well thought out. 15 minute intervals seem right also. Whatever you do, don't change the College/Dorsey route. Thanks Tempe Transit – strong work.

52) I strongly favor these buses. I think they will benefit seniors& students. I also think they will encourage light rail use. Did you consider Alameda as an alt route?

53) Yes. It's about time. Thanks for providing a viable alternative to getting around in the city of Tempe. Goes by schools (McClintock, Tempe Prep) USPS, library. Yeah.

54) Please, please do a route that will take me from somewhere near the library to ASU and downtown Tempe. Down College makes sense to me, especially if buses are small white ones.

55) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 am to 11 pm

Frequency0: Every 10 minutes

Comments: Very useful to retired persons who wish to use ASU facilities and attractions. It also will link with useful east-west routes for shopping. In general, I am in favor of all public transit as an energy conservation and environmental quality strategy.

56) Make clear that when buses are in residential areas residents are required to hail bus. I would suggest running this route later for events at ASU, Gammage, football. I would like to see a route or overlapping routes that hit Kiwanis Park and Karsten Golf Course. I really have enjoyed the format of tonight's meeting the informative and great facilitators of conversation.

57) I support the idea of the neighborhood circulator. I think they will help Tempe relieve traffic congestion in addition to being a wonderful convenience. I would definitely use the service. Routes I would use most: College/Dorsey. I think it's great that the service ties in with light rail. If you do this, we'll ride. Thanks.

58) Look good. Later bus service would be good. Less frequency and later would be ok.

59) & 394) My husband and I just learned of the proposed Area 2 Flash route. As senior citizens and residents of the neighborhood for 25 years, we couldn't be more pleased!! We find driving to downtown Tempe painful with the parking absurd. We don't drive to downtown Phoenix any more because of the traffic and congestion. But we would like to do both! We won't be able to walk to the light rail and wonder what will be done with an automobile if we do. A Flash route would be a godsend for us. Please, Please do implement the plan!!!!

60) I like this very much. I appreciate that the route goes through campus rather than just on Rural and Mill. I think that will improve ridership. I'd like the route to detour near to Tempe Public Library in summer. It's hot walk from Southern to the library. I'd route the bus across Broadway rather than Vista del Cerro. The students on Vista del Cerro already have little choice but to walk or bike. Running the bus on Broadway would access Safeway, hardware store and laundry. Personally, I'd prefer if stick to the College area not east of Rural but I can see the logic for calming the other neighborhood.

61) Out of the drafts presented, the one enclosed in the packets seems best for now. I think a big improvement or perhaps an idea for a separate route would be a shuttle that serves along Rural Road. This location will already have a light rail route according to Valley Metro plans. A shuttle there would have a committed rider base that would in turn be likely to also use the light rail spur. If you have any further events planned, my contact information is: Kenneth Blofsky and address.

62) I strongly support the flash route that would go from the Tempe Public Library...north on College Avenue to ASU and downtown Tempe. It would be appreciated if the hours reflected normal bus service so one could go downtown for a film, bar, restaurant especially given all the new development and projected traffic congestion.

63) I would like to see a stop sign for pick up of neighbors in front of Meyer School/Meyer park. Alameda Drive and Dorsey Drive. I like the plan as is. I work at ASU and taking the Flash from my home to ASU would take my car off the road and also save me \$480/year in parking fees.

64) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: Late enough so that we could ride it downtown, eat and be able to ride it home...9PM?

Frequency: Every 10 minutes

Concerns: What considerations have been made regarding ASU students using the streets along the FLASH route as a free parking lot, then riding the FLASH to campus. The neighborhoods immediately surrounding ASU are inundated everyday with students clogging their neighborhoods with parked cars. It seems like the proposed expansion of the FLASH system would simply expand that problem in all directions. I'm not opposed to the expansion, but would like to know how (if at all) this issue has been addressed.

65) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6 am - late (midnight week days, 2 am weekends)

Frequency: Every 10 minutes

Concerns: No concerns

Comments: I whole heartedly support an expansion of the neighborhood flash route.

66) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: From 7am until midnight or 2am

Frequency: Every 10 minutes

Concerns: none

Comments: This route would be extremely useful for getting to ASU campus, downtown Tempe, and to connection with the future light rail. I would use this route frequently and would love to see it implemented.

67) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 7am - 10pm

Frequency: Every 10 minutes

Concerns: I would like to see the flash come by Broadway and McClintock -- there are a lot of students that live there at San Marbeya apartments and the Valley Metro waits are extremely long

Comments: see above.

68) Thank goodness for the proposed College/Dorsey neighborhood circulator route. This has been a need for such a long time. I attended ASU for graduate school (before neighborhood circulators) and now see students using this transportation service all the time. Neighborhood circulator routes set Tempe apart – make us great. Encourage mass transit, less driving, make our neighborhoods a more desirable place to live/work/play (really). Am most excited about this route because 1) It will immeasurably help us at Broadmor Elementary and McKemy Middle school as we integrate visual art studies at ASU Art Museum (as well as science studies there) into our curriculum. ASU is an amazing resource and we have just learned we cannot do walking field trips if kids must cross a major street. We need this bus route. 2) The neighborhood has many older residents and this route, to ASU, library, senior center, Safeway, Well Fargo Arena, is an incredible help. My parents, 80 years old, will be moving to Tempe in 2007 (in this neighborhood to be near us). A huge draw for Tempe (over Seattle with my brother) is the fact that Tempe has such a great sense of community and has tools like the neighborhood circulator to help them take advantage of the many amenities Tempe has over other Valley cities. Thank you. Please ass this route down College Avenue to Library/ Senor Center/ASU. Thank you.

69) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6 AM- 10 PM

Frequency: Every 15 minutes

Concerns: none

Comments: this is a great idea!

70) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: Weekdays Only

Hours: 8 am - 5 pm

Frequency: Every 10 minutes
Concerns: safety of the elementary and middle school students at broadmor and mckemy
Comments: This is a fantastic idea that will help mckemy and broadmor students get around the "no walking fieldtrips" district policy. McKemy had to cancel it's Mars Imaging fieldtrip because it cannot afford the busing. This would be so beneficial to allow students to have access to ASU!!!

71) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 6:30 AM to 10:00 PM
Frequency: Every 15 minutes
Concerns: Reliability and full buses that cannot pick up riders
Comments: The Circulator would allow people to go northward to ASU where many events are held, cutting down parking and traffic problems at the University. Mill Avenue would become easier to access as well.

72) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 6:00 a.m. - 12:00 p.m.
Frequency: Every 30 minutes
Concerns: I think more than 30 minutes may be excessive.
Comments: We need to focus on making downtown retail more unique; our downtown has lost its soul.

73) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: on special event nights later like 10-11
Frequency: Every 10 minutes
Concerns: no
Comments: looking forward to using it

74) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 7 am to 11pm
Frequency: Every 30 minutes
Concerns: You need a backup plan. If not enough riders, then what?
Comments: I like buses

75) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 7am to 10pm
Frequency: Every 15 minutes
Concerns: How many buses does it require to run every 15 minutes in both directions?
Comments: Great idea !

76) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: The hours which ASU has classes
Frequency: Every 15 minutes
Concerns: no
Comments: Hopefully this will lessen the amount of traffic on College and reduce parking problems

77) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: Well into the evening, since downtown Tempe is an entertainment area and the bus will hopefully serve people going to movies, etc.
Frequency: Every 10 minutes
Concerns: I am very enthusiastic...no concerns.
Comments: If the bus runs less often than every ten minutes, it does need a published schedule, especially if people are expected to use it to connect to the light rail, which itself will presumably use a published schedule.

78) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 6:30 am to 7:30 am
Frequency: Not in favor
Concerns: none
Comments: I strongly support this expansion. The expansion would make a huge positive difference for our family. We live off of College, the kids go to McClintock HS (and don't drive yet), and much of the kids' social activities are over toward McClintock. This should help our family substantially reduce our "carbon footprint." I also think this could ease traffic along College.

79) Dear Greg, I did not attend any of the meetings concerning the circulator bus program. However, I feel that the program is worthwhile and I, along with my husband, do support what I feel is an improvement for our neighborhoods and the city of Tempe. We hope to attend a meeting in January.

80) A few of my neighbors, very few, think that College Avenue needs "calming." I disagree. Traffic on College Avenue is usually light and serves local schools and ASU. There may be some noisy kids on Friday night high school football game evenings. I walk and also drive almost every day on College Avenue. I have never had any problems. We can't expect all cars traveling north or south to use Mill Avenue or Rural Road. A neighborhood circulator bus is a good idea, especially when the light rail system is completed. A 10-15 minute schedule is perhaps more frequent than would be necessary. College Avenue doesn't need "enhanced streetscape." I think the sidewalks are adequate. I plan to attend the meeting Tues., Dec. 5 at 6:30 at Broadmor School.

81) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 7 a.m. - 9 p.m.
Frequency: Every 15 minutes
Concerns: It would be great if it served McClintock High
Comments: glad to see this is being discussed

82) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 7:00am - 7:00pm (til dusk)
Frequency: Every 15 minutes
Concerns: One concern is that drivers on 2-lane roads (College) will be impatient waiting behind a stopped Circulator, and may swing around it into the incoming lane of traffic
Comments: I love this idea. I have ridden on the existing Neighborhood Circulator, and it was fine. I think that many people could use these Circulators for commuting to ASU and other workplaces, and for shopping. I think it could relieve the traffic congestion, as well as promote a sense of community. I have the following comments on the Neighborhood Circulator, in particular the route covering Area 2 (East of

Mill.) I believe that the Circulators are a very good idea. I support the idea that a Circulator that goes up and down College will help reduce traffic generated by ASU. I work at ASU, and walk or use the bus every day, and drive only rarely. There is obviously too much traffic on College, and lots of cars are going far above the speed limit. It is dangerous for the many children that walk or bike to school. A Circulator bus is much safer than the speeders that are now using College. I have ridden the existing area Neighborhood Flash Circulator that runs East-West from Price to ASU and beyond. It travels on small streets throughout the North Tempe neighborhood. It seemed perfectly fine to me and I would be happy to have this type of bus in my neighborhood. By the time it got to ASU it was totally full. It is a very useful service. I think that a free Circulator is totally compatible with bikes and children walking, especially with traffic calming on College. At this time, ALL ASU students, faculty and staff now are eligible for free bus passes. In the past year, I have seen a HUGE increase in the number of bus riders among students in particular, but of course there are still many who do not take the time to walk to Rural or Mill to catch a bus. I think the Circulators would be a great complement to the bus service. ASU's parking rates are skyrocketing and many students who live in our neighborhoods would take advantage of a convenient Circulator. People who want to park and ride could use, for example, the Fry's parking lot or the Library parking lot, and the city buses. I didn't see anyone parking to ride the Neighborhood Flash circulator. I don't think it will be a problem for our neighborhood. A similar free Circulator has begun in my sister's community (Miami Shores, FL) with great success.

83) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: frequently runs 7am-9am, and again 4pm-7pm
Frequency: Every 10 minutes
Concerns: it could be slow getting up to light rail stops from my neighborhood
Comments: this could help me use light rail to commute to my job in north phoenix

84) Couldn't stay until 8:30, but what an interesting evening. I am very excited about the improvements projects. A public art element would be dandy, but even without, it, I love the idea of the circulator bus. –
From email

85) Need more education of the adults about using other methods i.e., walking, circulator buses/ Shorten the route. Small circulator, but do it! Make stop at McClintock High School.

86) Want Neighborhood Circulator in our neighborhood.

87) Circulator bus on College/library to downtown.

88) Love the circulator. Don't give in to the cranky people.

89) I am a fan of the circulator.

90) Horary for the circulator along College.

91) Like the circulator.

92) I love the idea of a neighborhood circulator route.

93) Circulator sounds great!

94) Likes: The circulator routes.

95) This is a visionary alternative to couple with and allow modes of transportation to light rail. I support the idea. I lived 6 years over where flash route was incorporated and it was fine.

96) Yes, buses.

97) I strongly support the Neighborhood circulator route on College. For those who don't drive, it is a godsend.

98) I think there should be regularly spaced stops for the circulator, preferably with the possibility of getting out of the traffic lane, at least at some of the stops. The circulator can, I think, reduce the car traffic somewhat, and therefore is a good idea.

99) I support the neighborhood circulator as shown. Anything to get people out of their cars, and help kids and seniors get around town is a positive thing. Concern about safety of buses is over blown. The bus drivers are the safest drivers on the road.

100) I like the circulator idea. So far.

101) Like the idea of circulator bus.

102) Like the idea of the circulator bus. This may help reduce traffic and thereby enhance safety.

103) Alternative transportation: bus that's not ½ mile away.

104) I would like to be able to get to work at Holdeman Elem. School safely and directly on a bike or the circulator... would that be possible?

105) I like the idea of circulator buses.

106) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6:30 a.m. - 10:00 p.m.

Frequency: Every 10 minutes

Concerns: I would love to have this route going up College.

Comments: I had epilepsy for 10 years and had to ride a bus. Having it come every 10 minutes would have been wonderful. (I rode from Dobson & Main) to ASU and it only came once an hour. I personally am in favor of the FLASH going up College every 10 minutes. The reality is that the students are already living in our neighborhoods because it is off-campus housing that is close enough to bike to ASU. If free bus service was available, there might actually be less bikes and pedestrians on College. The FLASH bus is less dangerous than the parent talking on the cell phone while driving their child to school. The reality is that we are a large metro area and need mass transit. With the FLASH, you are actually reducing the number of cars/bikes/walkers by at least 15 every 10 minutes. I actually think we will need special FLASH buses that can handle 5-10 bikes since many people could take the FLASH to ASU and use the bike to get around campus. I also see that we need traffic calming. When I have been on College, the cars are going much faster than the 15 mph or 25 mph that is posted. Not everyone has the privilege to drive. I had epilepsy for 10 years; 5 of which I could not drive. I challenge you to go 3 months with no car and no family to drive you to work, groceries, etc. The current law is that you if I have a seizure, I cannot drive for 3 months...even if I am NOT driving a car. Imagine if you had one glass of wine with your supper and were not allowed to drive for the next 3 months. The bus was my only means of transportation. ASU attracts students with handicaps who may not be allowed to drive. In addition, the cost of parking is becoming unaffordable for many of the staff at ASU. The College Avenue FLASH would be perfect for one of my friends who works at University & Mill. Even though she works in information technology, the cost of gas and parking is starting to take too much of her budget. The planned route for the FLASH (<http://www.tempe.gov/tim/PDFs/COT%20PublicMeetingMap1.pdf>) would enable her to take that route to connect to a bus that could drop her near her house.

107) Area: Area 2 East of Mill and West of McClintock

Favor: Yes
Days: 7 days a week
Hours: 5:00AM to 10:PM or 5:30 to 9:00 the first is preferred, but the second is also good
Frequency: Every 10 minutes
Concerns: no
Comments: I really like the idea and it would be really nice and helpful to have, but it would be even better if it went closer to McClintock High School. It could maybe go down Southern to McIntock, up to Alameda and turn at Meyer Park, continuing on. This would really be great for anyone in the neighborhoods who need to get to McClintock High.

108) perception: Relatively good method for biking from home to work (ASU)
Use: Bicycling
Favor: Yes
Concerns: none
ProblemAreas: northbound narrowing at Alameda can always be a little sketchy on a bike
Comments: I would be in favor of a FLASH shuttle running on College up to ASU.

109) "Pleased to see the expansion of the neighborhood circulator program. Would like the College/Dorsey route to run from Dorsey over to Rural and Broadway instead of taking Vista del Cerro".

110) Also, I'd really like to get some information about the proposed shuttle bus and the traffic calming measures for College Avenue. In particular, how to address concerns over people parking all over the neighborhood and taking the shuttle to the university daily. I could see that being a concern. Sorry I didn't make the meeting at the school. I had to work that evening. I live near Rural on Loyola but dogwalk on College nearly daily. I also use it as a shortcut driving Mill and Southern but would be in favor of completely closing it to traffic except for a shuttle to campus and downtown. I'm certain that's not a popular stance but that's my personal view. Rural is a nightmare and we should have some safer, quieter place to travel without a vehicle in the area.

111) I walk every day from Apache to Cairo, along College. I would like very much to have the circulator route go along College and also have trees every 5 yards along the sidewalks. The rides in the circulator should be limited to no more than 5/person/day.

112) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: 8AM to 12PM
Frequency: Every 10 minutes
Concerns: None
Comments: We want less cars on the street.

113) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: same as the buses.
Frequency: Every 10 minutes
Concerns: none
Comments: none

114) Area: Area 2 East of Mill and West of McClintock
Favor: Yes
Days: 7 days a week
Hours: All the time, so they are the same as the buses.
Frequency: Every 10 minutes
Concerns: no

Comments: I like this idea

115) These are my official comments in response to the Broadmor meeting on the neighborhood shuttle and traffic calming. Could you please forward them to the appropriate office? Neighborhood shuttle: I strongly support the idea of a shuttle from downtown Tempe, down College, and to the public library. The shuttle will make the streets SAFER for children and teenagers, by taking cars off the road and by giving young people a safe form of transportation: better to have a 16 year old on a bus than driving a car. It will also make the streets safer for cyclists by reducing cars on the road, even if only a small fraction of drivers switch to the shuttle. It will be especially good for encouraging the many people in our neighborhood who work and drive to ASU to use the shuttle instead, especially on hot or inclement days. Traffic calming: I support any form of traffic calming on College EXCEPT speed bumps. However, I think that traffic calming is only really needed between Southern and Alameda: the width of the street encourages speeding. Diversion of traffic from PS1: I have mixed feelings on this. It would move traffic off College, but would increase the real problems on Mill and Rural, and would certainly inconvenience people who live off of College. I hope neighborhood views will be solicited after the experimental phase.

116) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 8 am to 11 pm

Frequency: Every 15 minutes

Concerns: Make sure it connects with shopping on Mill and Rural and Southern. If the van's exterior is going to be painted with art or ads, make sure the windows are left clear -- looking through designs on the windows is VERY unpleasant and real disincentive to riding the bus.

Comments: This will be a real benefit for our neighborhood.

117) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 7 AM to 9 PM

Frequency: Every 10 minutes

Concerns: No

Comments: It's very much needed in the hot weather when bicycling is more difficult

118) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6 or 7 AM to 9:30 or 10PM

Frequency: Every 20 minutes

Concerns: Routes should be close to grocery stores for seniors. Any public hearings? Any

Comments: This is just a wonderful plan. My husband & I would use this service daily; also, this one route is close to a Fry's.

119) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 7:30 am to 8 pm

Frequency: Every 15 minutes

Concerns: The circulator should tie in with the light rail stops.

Comments: This is a very good idea especially for people who are not able to walk all the way to ASU, etc.

120) Area: Area 2 East of Mill and West of McClintock

Favor: Yes

Days: 7 days a week

Hours: 6am to 11pm
Frequency: Every 20 minutes
Concerns: 1. ASU's parking ranges from \$150 to \$540 - I am worried that all bus traveled neighborhoods will become parking lots for ASU. 2. Bus traffic will be unsafe for the children going to Broadmor and Mckemy
Comments: Traffic calming must be put in BEFORE buses are allowed to travel College - otherwise you are inviting traffic accidents as ASU students zoom around the buses. The buses should be traveling Mill and Rural, not a school/biking/pedestrian street like College. Children safety should be a priority.

121) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 15
Frequency0: Every 15 minutes
Comments: I am in favor of expansion of all Bus routes as I take the bus as much as possible even though we are a 3 car household.

122) I think "traffic calming" devices should be designed to minimize potential damage to cars. I have seen several of these devices with scrapes and rubber marks on them indicating that cars have collided with curbs on them. I like the idea of bus stops College at church parking lot and similar locations that would not be directly in front of houses. It would be nice to also have shaded seating areas at these stops. To deal with the objections that criminals might use the shuttle to enter the neighborhood, perhaps people who want to use the shuttle could be issued identity cards that they slide through a recording device when they get on the bus. Then there would be a record of who was going through the neighborhood on the bus.

123) Comments: I live at Kyrene/Southern, and if the flash system stopped by my streets, I'd be more than willing to ride. I currently ride my bicycle each day, but some days it'd be nice to take a bus.

124) Yes! I think this is a wonderful idea. With a child each in high school, middle school & elementary school we would use this service OFTEN. I also like the idea of less local traffic.

125) Comments: It would be really great if the new flash routes could incorporate a stop on ASU's south campus near Sonora Residence Hall because as of right now there is only a stop on Apache in front of Mariposa and it can be quite a walk to north campus.

126) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: Weekdays only
Hours0: 7:30 am to 6:00 pm
Frequency0: Every 20 minutes
Comments: Remember that the idea is to reduce the overall traffic on College. Please do something about people speeding on Broadmor between College and Mill, and consider traffic calming measures there as well as on Alameda. Also, keep up the good work trying to reduce speed on Mill between Broadway and Southern. Thank you!!

127) & 395) I am writing to express our strong support for the proposed College Avenue flash bus to campus. I can't think of a better strategy to reduce traffic around the area and contribute to a less polluted city. If for any reason college students decide to start parking on our streets and then take the bus to campus, signed streets can be posted to avoid that. This is done in most if not all college towns in the country and Tempe/ASU should not be an exception. This is a much needed transportation alternative we're all behind it.

128) SNA block representatives: Please pass this on to everyone on your block. A particularly vocal group of residents are planning on attending the meeting listed below in order to voice negative opinions

regarding the circulator bus proposal. The below meeting is actually not slated for the primary purpose of discussing the circulator buses but this vocal group is advertising the meeting as such. Broadmor Elementary School at 311 E. Aepli Dr. on Wed. Feb. 28 at 6:30 p.m. There is quite a bit of negative feedback from this vocal group of residents along College and they plan to be there en masse to try to persuade the City to eliminate the bus proposal. With so much negative feedback being presented, it is important that if you approve of the circulator buses that you either attend the meeting or call or email our local SNA NAME with your opinion. She can be reached at 480 XXX_XXXX or EMAIL ADDRESS. The negative points which are being presented are:

- Safety for pedestrians, school children, and bikers along College.
- Increased traffic, noise, pollution, and loitering outside of homes that are located along College.
- The potential for those outside our neighborhood to come in and park in order to benefit from this service (i.e. our neighborhood streets being turned into a Park-N-Ride for light rail and ASU).
- The potential for increased rentals and student housing in the neighborhood due to the free and frequent transportation service.

Please feel free to visit this link from the City to obtain information regarding these circulator buses. The actual meeting regarding the buses is slated for March 26.

<http://www.tempe.gov/tim/Bus/NeighborhoodCirculatorExpansion.htm>

129) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am to midnight

Frequency0: Every 20 minutes

Comments: I would use this for attending ASU events. My son would use it to get back and forth from ASU classes.

130) I'm writing to express my support for the circulator van/bus proposed below. I agree with the reasons listed why this is a good idea, and I would use the service myself, instead of a car, to reach ASU and Tempe. My husband, Mike Shelton, is of the same view. So we are two for the bus.

131) As you may know, Tempe is planning to add a free "Circulator" shuttle van that will run from the public library, north on College Avenue, to ASU and downtown. I think it's a great idea. Unfortunately, the van is actively opposed by some who believe it will make the streets unsafe and bring in "dangerous outsiders." Please show your support for the

Circulator by attending the city-organized meeting Wed. Feb. 28, 6:30-8:30, at Broadmor School cafeteria. Also mark your calendars for Monday March 26, 6:30, Broadmor school for >a city-led discussion focused on the circulators. (The Feb. 28 meeting will discuss it, but focus on other issues).

Advantages of a Circulator:

Elderly, disabled folks, anyone with a sprained ankle, hazy vision, etc. will be able to easily get to downtown Tempe, ASU, the public library, and a grocery store.

Now, few people will walk to ASU from May to September since even when mornings are cool, the afternoons are too hot for walking back. A shuttle would reduce car traffic since people could walk in the morning and then take the shuttle back.

Children can take the van to school and activities instead of having to walk or bike across busy intersections. Parents will need fewer carpools (thus reducing traffic). Teens will be safer if they and their friends take the Circ. instead of driving. And the rest of us will be safer if fewer teens drive. Ditto for elderly people like my mom (who caused three accidents in one year) and boomers like me whose night vision is shaky. If even 5 people per hour take the van instead of driving, there will be LESS traffic, pollution, and danger to pedestrians/kids/cyclists on College. (Van makes 4 trips in each direction per hour, each individual would make 1 trip in each direction over the course of a day.) Van drivers can lose

their jobs if they go over the speed limit, so they don't -- which effectively slows down the traffic around them, making streets safer. Since it will be far easier to drive to a light rail station than to drive to our neighborhood, park, and then ride a slow neighborhood shuttle to a rail station, it seems unlikely that (as opponents fear) many people would do so. The City has found no evidence of people driving in neighborhoods to catch existing Circ. vans. Please spread the word.

132) I support the Circulator Bus route through our area. I think the City should run the buses down College on a two month trial. If there is still wide spread opposition, then route it down another street, but still come through our area.

133) I am writing to express my support for the planned van service to run along College Avenue between the library and downtown Tempe. The service will provide a much-needed service for those in the area who cannot drive, and an alternative mode of transportation for those who do drive. It will reduce traffic and encourage many students and employees who now drive to ASU or downtown to take the shuttle instead, or to walk during the cool hours of the day and return via the shuttle on hot afternoons. The shuttle will be good for Tempe residents and for the environment.

134) A particular example that I'd like to add is how the circulator supplements the public and school transit systems for children. Elementary (e.g., Broadmor) and middle schools (e.g., McKemy) are located away from busy streets, and thus away from the public transit system. School bus transit systems transport children to their local school at a set time in the morning and at two set times in the afternoon. * If a child is attending a Tempe public school outside of her assigned area, she has to provide her own transportation to and from school. * If a child attends school-sanctioned before-school activities such as music or Mathletes, she has to provide her own transportation to school. * If a child attends City of Tempe after-school sports at her school (as opposed to Tempe Elementary School District after-school sports), she has to provide her own transportation from school (the Tempe Elementary School District buses will not transport children who attend City of Tempe after-school sports even though those sports use the same school facilities). * If, at the end of the school day, a child stops to go to the bathroom, talk to a teacher, or drop off a book at the school library, she has a good chance of missing the school bus. She can either wait over an hour for the late bus or she can provide her own transportation from school. "Providing her own transportation", at this time, means walking a half-mile to a busy main road and taking public transportation (provided that she is eight years old or older by Valley Metro policy), bicycling, or being driven. It can be done; we've done it for years for all four of these examples. But safety concerns mean that the solution is virtually always to drive. So, for example, for the past 7 weeks, I've driven my daughter four to five days a week to McKemy Middle school from our home south of the Tempe Public Library so that she can participate in before-school academic activities; normally, I bicycle or take the city bus to work north of ASU. With the proposed College Avenue circulator route, we would not have driven a single day.

135) & 396) & 397) I live in Tempe near the Library, and I and my family are strong supporters of the circulator buses. We believe they will provide a great benefit to kids and also to Tempe and the region.

136) perception: -

Use: Bicycling

Favor: Not Sure

Concerns: -

ProblemAreas: -

Comments: a FLASH route on college ave is a great idea!

137) perception: Excellent bicycling route, widely used by commuters to ASU. Problem in narrowing/widening at Alameda.

Use: All of the above

Favor: Yes

Concerns: In calming the traffic, please keep bike lanes straight and safe. Perhaps having the "bulbs" coming out from the curb at intervals, with the bike lanes inside them (i.e., with the bulbs between the bike lane and the curb). Please do not use speed bumps.

ProblemAreas: Speeding between Alameda and Southern. This spills over into neighborhood streets. Also, there is too much traffic at certain times around the two schools.

Comments: I strongly favor the proposed project, especially the circulator. This will decrease traffic, increase safety, and connect us with the light rail system.

138) perception: For the most part good, but can have a large volume of traffic during rush hour times

Use: All of the above

Favor: Not Sure

Concerns: No concerns at this time

ProblemAreas: high volume of traffic on College

Comments: A circulator route down College would be great--I would use it on a regular basis and it would help reduce traffic on College

139) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: At least from morning rush hour to late enough to get back from a play at the Herberger on light rail.

Frequency0: Every 10 minutes

Comments: I am interested in the circulator as a way to quickly and easily access the light rail or Tempe Downtown from and returning to Aepli and College. If the circle route takes too long to return, I'm not interested. My employment is on the light rail line in Phoenix. My wife works at ASU. My alternative is biking to the Apache Street light rail

140) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am to 10pm

Frequency0: Every 10 minutes

Comments: this would be perfect for me to get to and from work/school - i usually ride my bike, but it is extremely hot in the summer and usually must drive then - a bus would be perfect!

141) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: Weekdays only

Hours0: between 9 am and 8 pm.

Frequency0: Every 10 minutes

Comments: This will help us as college student to have access to public transportation. I am from San Diego and there is a system like this that works perfectly. That's why most of the college students there don't need a car. We can invest money into our education.

142) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: Weekdays only

Hours0: 7am-11pm

Frequency0: Every 10 minutes

Comments: I use Flash on the 8th street. I wish you would consider the addition of buses on the currently running routes too.

143) I was born and raised in Tempe. Currently I am a Senior at ASU. I was not able to attend your neighborhood meeting at Broadmor School Last Night. I just want to say that I am in favor of both the Neighborhood Circulator route and the traffic calming/streetscape project. Though I understand some of

the opposition points, I think that in the long run this is the right direction. This does not mean that some of the complaints of local citizens aren't based on valid points. Such concerns need to be addressed. Hang in there!

144) 1. N'hood Circulator: ok to provide the service, but don't put "no opinion/neutral" comments in with "positive" comments. Separate neutral, positive and negative.... for the percents...
2. Leave College Avenue alone. "No mayhem occurring now"
3. No landscaping, especially non-native trees
4. Repave with rubberized asphalt

145) Get up the circulatory – pros far out way any cons. Thank you. Traffic calming + shade + sideways widened + shaded medians w/bulb outs – maybe chockers.

146) Very much in favor of the circulators. Consider neighborhood-only parking if warranted. The idea that circulators will bring criminal elements or transients into the neighborhood is goofy. They're here and won't be more or less with a circulator – They will be more visible if riding the circulators, so probably will not.

147) I am in favor of a circulator/neighborhood flash shuttle on College to make using light rail to work in Phoenix/feasible from where I live (about ½ mile). If this is not off the subject, I would like to see bus pullouts on Broadway. My morning commute is terrible near Broadway and Mill and Priest and Mill. If off the subject, disregard #2.

148) I think seniors should support the neighborhood circulator – especially after they no longer drive but are able to walk to bus stops.

149) Although seniors seemed to be predominate at the meeting, they are the minority in my neighborhood! I am now in the minority senior group in my neighborhood. It is a shame that too many seniors are ignoring the needs of the young families. And blend to the needs they might eventually need. That a feeder bus would make children unsafe makes no sense. It is paranoid and shows a frightening lack of understanding the dangers to children. A regular bus presence would be safer for all along the route. I am for the feeder bus.

150) We love the bus idea! It is sorely needed especially since our populations is aging. Unfortunately, many of the nay-sayers are folks who need to give up their keys and they find this very threatening. The cut through traffic seems to be from east bound Apache which turns down College going south to Alameda and then east to Rural. If Alameda is jammed, they proceed to Southern, however, without a left arrow at Southern, this becomes less than desirable.

151) Myself and my family will be adamant supporters of the circulator and overall project.

152) I'm in favor of the circulator – with the understanding that neighborhood parking would be implemented if necessary. Be careful of reducing bike lanes with traffic calming devices – don't make the bike lanes more dangerous! (A dangerous bike lane is @ the northeast corner of College and Apache).

153) I strongly support the circulator! In controlling traffic on College between Alameda and Southern, attention should be paid to the effects on bicycles. College is important bicycle route. On the other hand, there needs to be some slowing on College. I would favor a median, rather than interfering with straight bike paths. Or, have the bulbs that provide pullouts for the circulator and which remain outside the bike paths. (Many here tonight came because of a circulator distributed last week with alarmist objections to the project. I do not think the opposition tonight was representative.)

154) Yes, yes on the circulator bus Southern to Apache!! We want it. No speed bumps, no bulb outs on College. Maybe medians w/trees. Landscape on College OK but not too much narrowing. The notion of undesirables from the circulator is racist talk. Late circulator hours.

155) I totally support the circulator bus. Medians are best option – naturally slows traffic w/o irritating drivers, while adding possibility for greenery.

156) The traffic change at College and Apache is a huge inconvenience. Traffic is calm enough and as a bicyclist, walker and driver who has traveled the length of the road hundreds/thousands of times, I have never had a problem. I think a circulator is a good idea but maybe it should be rerouted from College and Mill. It would reduce the “criminal element in the community” and improve transportation to the high school. Plus, there are already bus stops along that stretch.

157) Change timing on light on Alameda. I’m all for the circulator! What a great idea! What to do to prevent parking on streets for circulator? I think having the circulator stop for people will discourage people driving on College! It won’t stop in the bike lane, right? Make bike lane wider.

158) I am very interested in seeing this project happen (circulator). Is circulator for neighborhood use? Concern: people using neighborhood at parking facility (then ride free local bus downtown) Suggestion: issue cards for ridership.

159) With the main purpose of this project focusing on traffic calming and pedestrian improvements . . . I like traffic circles, but they could push cars into bike lane. I like chokers and medians if they don’t push cars into bike lane. I would like to see 4-way stop signs at Broadmor and College (near crosswalks) and near Daley Park, at Erie and College w/speed tables. People will run a stop sign without speed table. I think that the commuter bus needs to have designated stops so that it won’t block traffic. College should be bike and pedestrian friendly, putting bus routes along college seems contradictory. I think that bus route is a good idea that would reduce some traffic. I would like to see lots of stop signs or make College a non-through street. (from Southern to Broadway & Broadway to Apache), Lots of trees and agaves too.

160) For traffic calming –remove speed humps. Use bulb-outs or football type median with landscaping (nice shade trees). Neighborhood circulator should run to 11 pm. On portion south of Southern bulb out to designate parking (with shade tree), and widen sidewalks.

161) College should not be narrowed consider choker at LaJolla & College. Maybe a landscape median/entrance just past post office parking before Laguna. I’m not in favor of speed bumps. 7am – 8pm M-F is favorable time for circulator. Being on the corner of McAllister & LaJolla I don’t want late night or early noise/traffic. Later on weekends but not every 15 minutes – It would be nice to leave Gammage at 10 or 11 and get home – like every 30-60 minutes after 8pm until 11:00 or 12:00 would be an idea.

162) Buses OK as long as there is adequate use. Leave the road alone or only slight mods to it. Landscaping is not necessary.

163) 4-way stop or speed table @ College and Encanto. Make sure bike lane is clearly defined along the entire length of College, especially clear @ intersections. Full support of circulator! Landscaping/art along roadway. I support chokers, speed tables, humps, medians, etc.

164) I like the concept of circulator on College. I like the concept of calming medians on College. I don not like idea of traffic circle at the corner of Alameda and College – 4-way stop sounds good! Circulators are wonderful. The help aged people. I can’t understand those seniors who don’t like circulators. I don’t worry about the circulators bringing in bad elements.

165) I like the railroad whistles. Leave crossing whistles along. Likewise, I hate traffic bumps. Take them out. Please allow traffic to resume flow south on College from the ASU parking garage to our neighborhoods south of Broadway. Please open up Broadway Lane again east and west from Broadway – at least for bicycles. I’m all in favor the circulator traveling N & S on College. As for College, put in a landscaped median.

166) Bicycle crossing underpass at NE corner of Daley Park – pave alley suitable for bicycles E of Daley Park. 4-way stop signs (instead of light) College and Alameda. 3) circulator – good idea.

167) Great job! I lived in this neighborhood for over 30 years – and I think the neighborhood circulator route along College is a great idea.

168) Please do not allow parking along College Ave during week days (from Southern north to Apache). Very few houses face College. Also do not narrow the wide bike lane on College from Southern north to Daley Park (many children on bikes to Broadmor and McKemy as well as ASU students). I will use the neighborhood bus. P.S. I hate the southbound College restriction. This causes more problems on Apache. It's particularly stupid on weekends and evenings. Also it is not marked very well! No traffic circles – no 4-way stop and College and Alameda.

169) & 398) No speed humps. . none. Not as effective (nor visibly effective) a landscape medians. As an ASU student (between Alameda and Broadway) I know I and my roommates would use it. Also, would prefer t head south from campus/parking to College and have seen people run straight through. . don't think it is as effective nor needed. Neighborhood circulator is good idea.

170) I would try the flash bus on College. It might reduce traffic volume (and pollution). Should the Flash generate new neighborhood parking problems, permit parking should help. I would expand Flash hours if possible. I don't like traffic circles and am mixed on the speed bumps. The traffic speeds between Alameda and Southern are sometimes too fast, occasionally very fast. As for the comment about problematic new visitor sin the neighborhood due to the Flash, I don't see why this would occur anymore than with existing bus service on ill or Rural. And if it did, again permit parking would limit this. I think the "undesirables" comment is occasionally racist fear-mongering. I do take the Tempe bus on Mill now and then and definitely would take the Flash. Like many resident, I work at ASU and the Flash would be great. Finally, the southbound calming on College is inconvenient when leafing campus, but I understand its goal.

171) I think you should go for it.

172) Can you insert footballs every block? That would be great fun with my MX-5! – but it wouldn't slow me down. If you propose bulb outs w/landscape – please maintain a minimum of 120 sf of planting area (like the zoning a development code requirement) to allow for adequate root/air space to give trees a better chance of survival. Bring on the bus – but I will likely not use it. I'll keep walking. Was the speeding statistic a school zone violation or 25/30 zone?

173) During most of the day and night, College Ave seems to be a very safe roadway. There is not doubt that due to more families moving into our area traffic has increased. The school areas act as calming measures, as well as the light at Alameda & Broadway. I'm in favor of the circulator buses – a great idea – and I will look forward to using the eservice – anyone who has tried to find parking in downtown Tempe or Temped beach should be very happy about a free bus service.

174) My suggested bus hours: Monday-Friday every 15 minutes only from 7am to 10am and 4pm to 6pm. Then, from 10am to 4pm every 30 minutes and from 6pm to 10pm every 30 minutes. Saturdays 7am to 6pm every 30 minutes – no bus on Sunday. Please implement parking permits (like in Ash area). try to get electric or gas buses! do not let a few irate voices stop your good programs. no speed circles! Speed humps are ok. I am a senior (USA) citizen and am very thankful about getting FREE public transportation. to avoid criminal elements in the circulator shuttle, ask for identifications and distribute tickets for the shuttle (may be a limited number).

175) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week

Hours0: 7am to midnight
Frequency0: Every 15 minutes
Comments: I cannot wait for the circulator to come to my neighborhood (College Ave between Southern and Apache)

176) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7:30am -11pm
Frequency0: Every 15 minutes
Comments: I live off College Ave and would take the Circulator to ASU 3-4 days per week. I would also use it to attend the movies in downtown Tempe in the evenings if schedules permitted. I do not want parking on College, nor do I want narrowing of College or traffic bumps because this would be dangerous for bike riders. My wife uses those bike paths.

177) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7am to 7pm
Frequency0: Every 10 minutes
Comments: Will the buses be equipped to handle wheel chairs and scooters for the disabled? I live on the corner of Oak & Laguna which is great for me, but if the route continued south on Oak to Hermosa then west to Butte and back to Southern it would serve much more of the neighborhood, where we have a mix of elderly and students.

178) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7 A.M. to 11 P.M.
Frequency0: Every 20 minutes
Comments: I think this is a great idea!

179) perception: combo of residential and heavily used for traffic to ASU. Great street to walk on. The circulator would not in my opinion make it less safe. But rather more so.
Use: All of the above
Favor: Yes
Concerns: None.
ProblemAreas: Lots of red light running at the intersection of college and Southern.
Comments: I support the circulator. I would take it to ASU, where I work. If others did this, it would relieve congestion

180) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6 or 7 am - 9 or 10 pm
Frequency0: Every 10 minutes
Comments: I am an everyday student at ASU and I ride the bus, so this would be perfect

181) I think we became acquainted during our Free the Bus campaign a few years back with the ASU students – a small group came to City Hall and met with the transportation planning office to discuss free bus passes for students, staff, and faculty. You folks were supportive, and good changes have been made in that area. This latest idea of a circulator bus is another good idea, which will have some of the same effects. It will teach students the value and ease of bus transportation, and it will help other populations who want to get to Tempe's burgeoning downtown area. Some can't easily drive and will really appreciate the connection to downtown. Hopefully, many of those who can drive will see the value

of taking the bus – traffic into Mill Ave. is already very slow and irritating – the bus will help prevent it from getting worse.

The opposition to this idea, as I understand it, comes from people who fear that the homeless and other undesirables will have an easy time reaching neighborhoods to the south. I see this as an unlikely eventuality. The street culture on Mill is tied to friends, to opportunities to be part of a street scene, and to social-support systems. The residential area to the south just doesn't have much draw. And if the fear is that people will come for criminal activity, e.g. house burglary, it is unrealistic to think that they will rely on bus transportation.

I will not be able to attend the meeting on Monday, but my husband Mike Shelton will be there. I am ccing him as well as other neighbors who see the situation as I do. I really hope Tempe can keep the positive momentum already achieved and avoid caving to slightly paranoid concerns about undesirables.

182) I agree with Marie's comments, and also strongly support the idea of a circulator bus in our neighborhood with hours extended to 10pm or later as possible. My partner and I would like to use the bus to travel to downtown in the evenings for movies or dinner. Thanks. NJ

183) Thank you for your efforts. I cannot attend the meeting because I have a class until 7:30. I, too, would suggest that the circulator run later so that we can make full use of the light rail to which it connects.

184) Because of the very vocal, opposition minority who live on Geneva and Del Rio near College Avenue, it is important that comments include the writer's home address. Because this group has the time to show up at everything and the tradition of opposing any change in our neighborhood, it is vital that the city know they do not speak for their entire street. They are claiming they do and the city is considering diverting the circulator bus.

185) The proposal to develop circulator buses through the neighborhoods is a wonderful idea. This will provide transportation for elderly people who cannot (or should not) drive, for students, and for others. It will help those without cars.

It will help make it possible not to use the cars. And that is most important -- as ASU expands its student population on campus quite significantly, there will be a lot more cars trying to make their way on Tempe streets. The more we can help people not have to drive and give options in the neighborhoods, the better. Thanks for offering this option, and I hope it is accepted! It would be a sad day if the nay-sayers win in opposing it because of unfounded fears. In Washington, D.C., some areas including Georgetown fought the Metro and kept it out of their neighborhoods because of fear; now they even organize free buses to other areas to bring tourists to Georgetown, they struggle with auto traffic problems, and they admit that they were wrong. Let's not make that mistake.

186) & 399) We cannot make it to the meeting tonight (out of town company, plus work) BUT would like to voice our strong support for the neighborhood circulator that is under discussion to go down/up College Ave. Both my husband and I work at ASU and, although we currently ride bikes or walk several days a week, if we had the circulator we would not ever consider driving to ASU on those rainy, windy or oppressively hot days. In addition, my husband's department will be moving downtown and it would be great for him to have the circulator run into the evening so that he could effectively use the light rail. I don't understand the opposition to tell you the truth. We can stop 'outsiders' from parking on our streets if we have to, with parking passes. No one will ride the circulator to 'steal' as how would they leave the neighborhood?

In any event, to save the environment...the more cars we can get off the street, the better off we will all be. So, we strongly support the circulator.

187) Hi, I am a resident of Tempe, living in the College/Alameda area by Broadmoor School. I will be unable to attend the meeting tonight, but wanted to let you know that I strongly support the concept and implementation of such a route in my neighborhood. The reasons are multiple and I will happily send them to you, if you like. I hope you move with dispatch to get the program going.

188) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7-8 M-TH and later on Fridays and Saturdays.

Frequency0: Every 15 minutes

Comments: This is a great alternative to driving AND walking. There are many people who cannot walk to ASU or downtown and we must stop thinking only about what works for one individual. Walking or taking the buses on Rural or Mill might work wonderfully for some folks, but not for everyone. The idea here, I think, is that the circulator provides one more alternative to driving and that's already a great thing for everyone. For people who are concerned with the safety of children, why does a circulator pose more of a danger than all the cars speeding on College now? Perhaps the City of Tempe can shed some light on the issue by providing information about the accidents that have been caused by the circulators in other areas of the city, where children walk or bike to school. A serious concern should be the environment and the long-term well being of this and future generations.

189) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7-10 pm

Frequency0: Every 15 minutes

Comments: this is a great alternative to driving as well as walking. there are many people who can't walk the two miles to ASU or more to downtown, so we cannot be so selfish as to think that what we do (walking, for instance) should work for everyone. at the same time, if people are concerned about the safety of children, why does a shuttle bus pose more concern than all the speeding vehicles on college every day? how does a shuttle become more dangerous than all the cars going on college right now? it seems to me that this is a great alternative to contribute in a small way to care for the environment without imposing on everyone what works for one person (e.g., walking or driving).

190) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 9am to 6 pm

Frequency0: Every 20 minutes

Comments: I am concerned about the increased traffic, but am hoping if people will use it may even it out. I also am thinking for people unable to drive it would provide a way for them to get around

191) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 AM to midnight, Mon-Sat, and 10:00 to 7:00 Sun

Frequency0: Every 15 minutes

Comments: I am whole heartedly in favor of the circulator bus. As anyone knows who tries to use the downtown, there is virtually no parking, and there will be even less in the near future. I believe the circulator buses will not only reduce traffic and provide an added quality of life to residents of Tempe, they will cause other traffic to actually drive the posted limit. I do not subscribe to the notion that they will cause harm to children. If anything, many of the residents are the danger with the speeds they drive in their own neighborhoods.

192) I am interested in having a tram stop in the area of Hudson park on Williams St. I currently volunteer at the downtown police station two days a week. I cannot walk distances and that certainly would beat driving down town and trying to park.

193) A circulator bus would contribute so much to alleviate all the problems associated with driving, but also to our quality of life in general. Many, many of us would use it & it would even benefit downtown businesses, as it would take us downtown for entertainment as well. We strongly support this measure.

194) I totally support the shuttle on college between Library and ASU and downtown Tempe. It is an essential link to light rail as well.

195) The College Ave route is lovely! It ties the Tempe Library to the neighborhoods adjoining College, connects McClintock High to ASU to the Library. Fills in the gaps between the main roads, knocking down the distance to transit to at most 1/3 mile.

196) I like the idea of trying the bus. But I am not interested in traffic calming. The bike lane could be widened. I think a walkway over Apache at College would be good.

197) How will we be notified when these routes go into effect? My wife works at A.S.U. and would like to see a stop by Myers School or Meyers Park (Alameda & Dorsey) and then going North on Dorsey Dr. to Broadway Rd; then proceeding to A.S.U. campus. Prefer hours of operation on bus system set from 7:30-9:30 a.m. I hope there is no soda containers or water bottles allowed on these buses or may need garbage containers parked at each stop.

198) I frequently take the 65 or 66 bus now to my work at ASU and would take the Circulator even more often – indeed, if the hours of bus usage were accommodating (into the evening) I doubt that I would ever drive to campus. I go to downtown Tempe probably once a week and would take the bus there as well to dinner or movies. Equally important, taking the Circulator to Light Rail and then Light Rail to downtown PHX (plays, concerts, sports) would be fantastic. Given ASU's class schedule, night classes end at 8:30 so a later time frame would increase usage.

199) & 400) Go for it

200) This is a tremendous service being offered by the City of Tempe. It will make it easier for those of us who live in the neighborhood to get to ASU, to the library, to the parks, and to downtown Tempe. I am sure this will increase the value of our houses. I hope the bus will run later on the weekend, up to 11 pm, so that we can get home after movies in downtown Tempe or concerts at ASU.

201) & 401) 1) Concern of ASU student parking 2) Weekdays 6:00am to 9:00pm every 30 minutes weekends 8am to 11pm every 30 minutes 3) Provide better transportation for all students 4) not a good idea to wave a bus on a busy street

202) Great!

203) This is a good use of the vote – if marketed correctly. It should cut down on the neighborhood traffic & decrease pollution. I live south of Southern & look forward to shopping & going to Mill Ave, ASU, Sunflower Market, etc.... Thank you. I look forward to the trial & feedback from all users on the route.

204) 1 – I support the circulator and want it in my neighborhood. 2 – I support routing it on College Avenue or wherever it will be most useful. 3 – I oppose running the circulator on Mill or Rural, as there are already bus routes there.

205) Please give the circulator a chance.

206) We must have this service. Folks will love it once it is in place. "Build it and they will come!"

207) Great idea – some would like to see it go on Hermosa/Manhattan rather than LaJolla between Rural & McAllister

208) It is important to me to have frequent transportation (15 minutes) to and from light rail and Mill Avenue. I would accept it on Rural, if not College.

209) Utterly & completely for the neighborhood circulator!

210) this would be a great help for our family as an opportunity to go down town without parking and driving hassels. We use Tempe Town Lake for exercising area and pre-liminary work for 5K's – It's a great idea and WE WANT IT!

211) I ♥ The Circulator! Good job Greg –

212) The proposed Rt. Looks OK. It can be changed as a need arises or deleted as needed.

213) Yes – I'm in favor of route. I would like to go to McClintock HS. For Tempe Town Concerts. Then also to shop at Bashas & Sunflower next the library, musum etc. Trips to ASU for concerts at Gammage during the week – student recitals. Tues-Weds-Thurs – during school year only Hours of operation 0600 – 2100 later hours on Fri – Sat nites Sunday mornings are quiet.

214) I am very much in favor of the bus! I'm hoping I can travel to Holdeman to work! I hope this works – How 'bout extending the route to include Rural = Safeway center. I am here and represent at least 6 neighbors on my street that would use the bus. How big are the stops – benches, lighting necessary? Tell TD3 to have their school bus drivers to SLOW DOWN! They often whiz down LaRosa!!! Resident pass - ☺

215) Please go forward! Love the idea. Consider later hours on Fri/Sat. I also love the idea of having a neighborhood or city pass to use the service.

216) I think the routes midway between Mill/Rural are necessary. People along college are too far from either Mill/Rural to conveniently use. Hours: At least midnight Fri/Sat, but less frequent after 8 P.M. Concerns: Students and visitors to festivals parking in neighborhoods. Bus access interfering with bicyclists & pedestrians and traffic. (When a bus stops, do bicyclists pass into traffic, etc. Suggestion of Traffic calming – close college midway between Alameda & southern to thru traffic, allow pedestrian, cyclists, buses only.

217) Get buses running soon as possible

218) 1. This will be better when College is redesigned. 2. I would use it & love it – as would my son → ASU, downtown, Broadmor, library, P.O. especially when too hot or too cold &/or have lots to carry. 3. hours: 7a.-8p. minimum. Earlier in summer ? (6 AM) or later?? Later on Friday & Saturday. (11-midnight) 4. Folks who are against don't seem to want to consider solutions to issues – NIMBYS – they just don't want it. Are they the folks who want to stain in their suburbans? 5. West core (?) survey folks closer to College should be weighted more than folks near Rural as later will take Rural bus.

219) Different hours for weekends – good idea. Buses have “STOP” arms that stick out and traffic cannot pass – circulator buses should have that capacity. Boarding passes for neighbors – good idea. “Curbs” between street and bike lanes – good idea. As to the issue of child safety – kids need to be taught by parents, school teachers, etc to obey rules – riding bikes, walking, crossing streets, staying out of other peoples yards. There are buses already on Mill & Rural & Southern. Buses on the routes will reduce the traffic, and slow down speeders, less cars!! Less pollution with bus fuel. This concept is used successfully in Germany!

220) I really like the idea of the street calming. Initially I would like to see barracades (tastefully decorated) to widen the bike lanes & narrow the streets so cars would be much slower. I like that school children can have transportation to after school tutoring programs offered at ASU. Many of these children do not have access because they don't have rides. With the “buses” they (12 schools) will be able to use the services. Please let this happen. I'm getting too old to drive & ride my bike in the hot summer!

221) I would use a shuttle service in my neighborhood ☺ on college St.

222) I'm in favor of the circulator bus. More frequent, every 10 minutes would be good. Later hours of operation would be good. Going into the Tempe Community Complex and by the library is good. Going to the Sunflower Market area is desirable.

223) I am in support of the circulator bus being used on College. It is going to become increasingly difficult to get to downtown Tempe and to find parking due to all the building. I feel many of the concerns expressed in this meeting & especially with concerns to children and cyclists. Overall, this is timely in view of fuel concerns – where we could use bus (circulator) and our cars less. Circulator – very exciting.

224) Hours of operations Weekdays start 6:00 a.m. to 9:00 pm except Friday 12:00. Saturdays 7:00 am to 12:00 pm. Sundays 8:00 am to 8:00 pm. The proposed routes are just fine with me!

225) My mother 82 y/o no longer drives and feels trapped in her own home if none of her children is there to drive her. A route that went down rural to the Com Center at the Library would allow her to use the retired services on her own schedule. She would feel less isolated.

226) The entire concept is wholly acceptable in my view. We need to reduce and control the amount of traffic in our neighborhoods, facilitate use of mass transit, reduce pollution. I think neighborhood circulators will enhance our neighborhoods. I agree w/ the proposed routes as presented and the schedules as well.

227) Friday & Saturday run to midnight . 10pm during the week. Start @ 6:00 am or 7:00 am M-F. Start later Sat & Sun – 8:00 am. Trial route for 6 months to see if route is acceptable. My family will use this – we think it's a great plan.

228) I support the neighborhood circulator.

229) I am for the circulator. I think it will reduce traffic. I would use it. My kids would use it. I would like it to go later in the evening so you can come home from ASU or downtown events. I think circulators would slow traffic. I would like to have access to light rail. I live right off Mill & I have never had people park by my house. My kids have always played outside. There is a bus stop very near my house. I am not opposed to traffic calming. I'm not opposed to parking permits or limiting ridership. I think public transportation is the future. I think making it as easy as possible is great. I'm all for the circulator. I'd like it to go to Safeway like some people suggested.

230) I support the shuttle. I like the route down College. I think the informal nature of the circulator vs. the bus would be convenient & would be widely used, & would reduce traffic and increase safety. 1. Hours of operation: 7-10 weekdays; later on weekends – 7-12. Later when light rail opens. 2. Route: I prefer College; esp. with traffic calming. Detouring to Mill/Rural duplicates the existing bus routes.

231) Since I live on Spence Ave between McClintock & Rural, it would be nice if the shuttle stopped in that area around Terrace. Other than that, this is an excellent system.

232) Thank you for a well designed meeting. Though we live closer to College – We use the present public buses often. We love the idea of the Light Rail. There is a transition in the neighborhood – original owner residents selling to young families with children. Ten years ago you never saw children playing in the streets. Today it's much changed, there is continuous children activity on our street. A shuttle up & down College would unquestionably bring ASU student parking/traffic onto our street & greatly impact the quality of neighborhood. It's a great idea – We love it. Move it off of College.

233) I am "for" the N.C. because I can't drive (am blind). I would like to have as many transit options as possible available to me.

234) Shuttle would probably help improve traffic problem on College – Way too many commuters from ASU on College right now at 4-6 PM. I would use it to get to downtown.

235) Yes on the circulator, at least for a trial run to see how it operates.

236) I am in favor of shuttle!! Want permit parking or parking pass great idea!! Want speed bumps. I want it on Malibu.

237) I fully support the Draft Neighborhood Circulator system as presented. I am especially pleased that recognition is given to providing access for wheelchair bound individuals (such as myself) to the Mill Avenue / Tempe Beach Park and Light Rail access areas. Access to these points in the absence of a Light Rail spur to Tempe Community Center is ideal. Please proceed to implement this plan.

238) This is an excellent idea. It can be tweaked, but it should be implemented definitely.

239) 1. I would suggest 6:00 AM to midnight 7 days a week & run every 10 minutes. 2. The route shown on the “Draft Neighborhood Circulator system Map” on College looks very good regardless of the opposition Alameda to Southern.

240) We totally support the circulator program. Believe this will add to the overall transportation process – bus service → circulator to → light rail – ability to take circulator to downtown will equal more downtown time – TOTAL SUPPORT !!!

241) Glad to see this project.

242) Looks good to me. Worried a bit about students parking on route, but overall pleased. Wish we would not have so many busses on Mill Avenue. I assume this had already been considered, but lots of bikes & peds on College may cause some safety issues if not careful.

243) I am strongly in favor of the circulator. Would like to see route at least ‘til 10PM, preferably 12 PM 7 days / week. Preferably 10 min frequency, 15 minutes min. If only one direction late @ night, counter clockwise is preferred. I am most likely to use this before 7:30 AM and after 7PM, say 7PM to 10:30 PM.

244) Please consider a loop down Spence to serve Hudson Park area or at least a stop on Spence & Rural. The light rail is close but does not serve south ASU, Gammage, etc. We have many students & teachers. Also a neighbor has mentioned being able to get to Safeway / CVS. Thanks. P.S. I called a few neighbors and had 10 that were definitely interested in having a circulator.

245) Parking permits for people driving to stops. My mother is 85 – she needs to drive the 3 blocks to catch the Flash.

246) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00 a.m. to 11:00 p.m. Monday-Thursday; 6:00a.m.-1:00a.m. Fri & Sat; 8:00-11:00 Sun.

Frequency0: Every 10 minutes

Comments: I can't wait for this service! I will use it to and from work, my son will use it to get to McClintock High (would be great if it's ready for summer school!); and our family will use it for frequent trips to downtown and to the library. When the light rail is completed, I'm sure we'll use it even more!

247) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 a.m. to midnight

Frequency0: Every 10 minutes

Comments: This circulator should go along College between Apache and the 60. It will DECREASE Traffic and increase mobility. It's part of the voter approved 1996 transit tax and as such must be implemented.

248) As a resident of the Tempe area for 21 years, I fully support the Circulator Bus system. Thank you for your time.

249) & 402) We just want you to know that we support plans to expand public transportation of any sort in Tempe. We are not concerned about the noise issue feeling that the more people using public transportation, the fewer the cars, and the quieter it is likely to be.

250) I'm sure a lot of people in Hudson Manor would ride the Tram if a stop was close to our neighborhood. What would we need to do to be considered for a stop?

251) Put me down for a thumbs up on a Tram stop for the Hudson Manor neighborhood.

252) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7:00 am to 11:00 pm

Frequency0: Every 10 minutes

Comments: I am in favor of increasing mass transit in downtown Tempe and the Phoenix Metropolitan area in general.

253) I'm writing in strong support of the proposed College Avenue circulator. Indeed, since first purchasing our home near College & Alameda in 1993 I have dreamed about such a bus route. At the time we were looking for an affordable home that was a reasonable bicycle ride or walk from ASU where my husband and I were both employed at the time. We also now have a child at Broadmor. I used to ride my bike to ASU most of the time. Between a child to accommodate and that I no longer have an office at ASU in which to leave my bike I now mostly drive - to me at least it appears that ASU has never taken their bicycle theft problem seriously. We really prefer to avoid using cars as much as possible - indeed, about five years ago we were able to get down to one vehicle for the three of us. However, sometimes it's too hot to walk, other times it's cold or rainy. Often too we have heavy loads, or we're going to the airport, or it's dark out and I don't feel safe walking the distance alone. I find myself increasingly becoming one of those cars that drive up and down College Avenue way more than I'd like to - even if it is a Honda Civic. Yes, there are existing bus routes along Mill and Rural as has been pointed out by others. But we live midway between those two routes. Wouldn't it be great to have a little bus that runs up and down College Avenue from downtown and ASU at one end to the post office and library at the other? We'd barely need to get in the car. I have attended all the Neighborhood circulator meetings. I always turn in my response card. I did not speak until last night, however. The opponent to the College Avenue bus route showed up en masse at last night's meeting. While many of their concerns are valid and need to be addressed they in no way should deter the implementation of the circulator. It seemed to me that the opponents of the route have made up their minds that there's no way that this could be a good thing and that they are unwilling to consider the pros and cons in a clear, level-headed manner. Their major objections seem to be revolve around change in general and safety laced with a heavy dose of fear-mongering in particular. For example, they talked about this being a quiet neighborhood and not wanting to ruin its character. Don't they understand that the introduction of a circulator is more likely to significantly reduce the volume and also slow the near constant rush of traffic up and down College? Also, having used buses when I lived in Washington, D.C., I found that it enhanced the quality of life - people talked to each other waiting for the bus and on the bus. On a street like College Avenue I'd imagine that this would be even more so. Moreover, I'd much prefer to have one trained bus driver for every ten to twenty frantic Suburban-driving parents and ASU students late for lecture barreling down my street. Indeed, we've been assured that the circulator buses may be slightly noisier than cars but that they'll be much quieter than SUVs and pickups. Next, I imagine that most of the ridership will come from

within a quarter-mile of the route. If ASU students start parking and riding the bus to and from campus we can implement resident permits - but don't they already park in the 'hood along the Rural and Mill routes? Does the city have statistics and/or complaints about that? In closing, once College Avenue is re-designed, with its own circulator, more shade trees and such, I imagine that the neighborhoods along it will become even more desirable places to live. Rather than fear change and what we don't know, let's embrace a better future and envision the proposed College Avenue circulator as a positive quality of life amenity. Please make it a reality soon.

254) I live in Hudson Manor and I do hope that the necessary steps are taken so that this neighborhood has convenient access to the local "Trams". We have many people residing here in Hudson Manor who would use it regularly. It would benefit all of us.

255) I urge you to support the establishment of a Circulator Bus that will run from the main public library, on College Ave, up to ASU campus and Downtown Tempe. This Bus will allow neighborhood residents, of which I am one, to access campus, downtown and the light rail easily. We would not have to worry about traffic or parking. The service would benefit seniors as well. I am very enthusiastic about this service and hope that you will back it. Thank you.

256) I strongly SUPPORT the City of Tempe proposal to put a small bus/van (Circulator Bus) that will run from the main public library, via College Ave, up to ASU campus and Downtown Tempe. I plan to use this circulator bus to access the light rail easily for my daily commute to downtown Phoenix.

257) & 403) My husband and I are very supportive of the proposed College Ave. circulator bus. We can't wait for light rail and would love to not have to drive a vehicle to a loading station. Also, College Avenue is out of control with excessive traffic. While much is due to Broadmor and McKemy schools, much of it is going to campus and avoiding Mill Ave. We welcome more accessible and reliable public transportation.

258) & 404) We would like to give our strong support for the proposed circulator bus along College Avenue. We have recently purchased our home here and one of the main reasons we did so, was the area's proximity to downtown and ASU. The circulator bus will make travel to/from our home to downtown/ASU easy and pleasant. It will remove many vehicles from the street and will only enhance the neighborhood and provide travel options for many people, particularly children and the elderly.

259) In regard to the proposed bus/van service along College Ave, I support it. I strongly (strongly!) feel the city is letting its people down in that there has been such an influx of cars/people on the streets and little/late infrastructure investment. Some people are getting very, very rich...it is not me, and in general we are all suffering and experiencing a drop in the quality of life here. 1. put pressure on ASU to investing in parking 2. put restrictions on traffic along non-major surface streets and/or invest in traffic calming measures, it is getting more and more dangerous along College Ave. improve bike and walking lanes.3. place restrictions on parking in neighborhoods 4. invest in mass transportation

260) I strongly support the Circulator Bus that will go down College and link the Main Library with both ASU and Downtown Tempe. The shuttle will be such a great asset to our neighborhood allowing us to use the campus and downtown without the hassle of driving (short trips cause more air pollution), adding to the congestion (especially with all the new development coming), and providing a great link to light rail without overfilling the park and ride lots. The shuttle vans will decrease the amount of cars currently using College because current drivers will switch to the more convenient bus, other drivers will be dismayed to drive behind the bus, school children going to McKemy and Broadmor can take the bus alleviating parents the burden of drop off and pick up. The circulator bus is of great benefit to those who are elderly as it is difficult for them to make it to the arterials. The circulator bus is an essential element to the Cafe Connections program linking the library with the resources at ASU. All in all the Circulator bus will provide a great quality of life to the city of Tempe. For those with concerns about ASU students and attendees of major events parking in our neighborhood, permit parking would provide a good solution.

261) I strongly support the proposed circulator van for College Avenue. Please do not let a minority's fear of public transit and "outsiders" keep the city from at least trying a van for a while. Advantages of a Circulator: Elderly, disabled folks, anyone with a sprained ankle, hazy vision, etc. will be able to easily get to downtown Tempe, ASU, the public library, and a grocery store. A shuttle will obviously reduce car traffic from the neighborhoods just south of ASU, especially in the hotter months (when even those who are comfortable walking to campus in the morning often find it too hot to walk back in the afternoon.) Children can take the van to school and activities instead of having to walk or bike across busy intersections, or relying on their parents to drive them. Teens will be safer if they and their friends take the Circ. instead of driving. And the rest of us will be safer if fewer teens drive. Ditto for elderly people like my mom (who caused three accidents in one year) and boomers like me whose night vision is shaky. The Flash bus on 5th Street has dramatically reduced car traffic and reduced pollution and danger for pedestrians/kids/cyclists. Van drivers can lose their jobs if they go over the speed limit, so they don't -- which effectively slows down the traffic around them, making streets safer. Since it will be far easier to drive to a light rail station than to drive to our neighborhood, park, and then ride a slow neighborhood shuttle to a rail station, it seems unlikely that (as opponents fear) many people would do so. The City has found no evidence of people driving in neighborhoods to catch existing Circ. vans. The vans are only slightly noisier than cars, and significantly quieter than SUVs. Since each van replaces multiple cars/SUVs, the result will be LESS noise in the neighborhood.

262) I apologize that I could not attend the public meeting at Broadmor Elementary last night. I have lived in Tempe and at the address above for 22 years. I am very much in favor of the College circulator (neighborhood flash from the Library then north on College). As a private citizen I was thrilled to hear about this very forward thinking proposal. I would use this bus connection to go to the library, ASU and even my job at Tempe Community Action Agency. Many Tempe residents are becoming more and more environmentally conscious. I know many people in the neighborhoods off of College who would leave their cars at home if this opportunity becomes a reality. From the perspective of my job, the people we serve struggle always with transportation issues for work, schooling, appointments, etc. This new route and the others proposed will empower folks with a valuable resource that will help them on their journey to self-sufficiency. I wholeheartedly support the new routes.

263) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: As much as possible
Frequency0: Every 10 minutes
Comments: This kind of thing helps Tempe become more friendly to pedestrian lifestyles, which is important as we become more urban and gas prices/greenhouse emissions rise

264) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6am-11pm M-THur; 6am-1am Fri&Sat; 8am-11pm Sun.
Frequency0: Every 10 minutes
Comments: This is an important part of the solution to Tempe's traffic and parking problems which will be increasingly important as the downtown and other parts of Tempe densify. I would use the circulator all day every day from work, home and for errands.

265) I was prompted to write when I read William Hermann's story in today's AZ Republic (Wednesday, March 28). The story was a bit misleading, from its headline to its text. A better headline might have been, "Shuttle plans spark neighbors' debate." It was also misleading to read in the story that more than 160 neighbors came to a meeting...and expressed concern. First, I've been to both meetings that the city arranged at Broadmor School, and I really appreciate the opportunity that the city has provided to get input. Getting input from its citizens is a nice way to govern. I will acknowledge that the bus issue is a hotly contested one. I favor having the bus because I live right off of College and would take it very, very

frequently to my work--I'm a professor at ASU. At the same time, I know that many of my neighbors passionately oppose the bus. Their reasons range from traffic concerns to fears for their kids: apparently the fears include both traffic-related fears as well as some general worry that "undesirables" will enter our neighborhood and harm their kids. I'm a parent and I understand that good parents worry about their kids, although I think that the fears of those opposed to the bus are without merit. A bus should mean less, not more traffic, and I just don't think that dangerous people (child molesters and thieves) are going to take the bus into our neighborhood, rob our houses and steal our children, and then leave on the next bus. Just seems unlikely to me.

But back to today's news story. Again, it was very misleading. There were many people at the recent meeting who are very opposed to the bus; there were, however, many people who spoke in favor of the bus. Indeed, several speakers called for longer hours of service so that they could take the bus to and from dinner and a movie in downtown Tempe. I would like to take it to work at ASU and have it available to return home after a night class that I teach. My point is that opponents are very passionate about their opposition. A few are so passionate that they also are rude to those who favor the bus, and, in some cases, rude to the city employees who run the meetings. These people are very afraid of "undesirables," and their fear has ratcheted-up their discussions. However, I don't think that the decibel-level of speakers should be the determining issue in the matter. Thanks, and thanks again for having these discussions and for the city employees who work at night to facilitate them.

266) First of all, I want to express my strong support for the circulator shuttle planned for College Avenue, as well as my appreciation for the exceptionally capable and imaginative efforts of those in the city government concerned with these transportation issues. I also admire their patience with the minority at recent Broadmor meetings who raised all sorts of angry, unfounded objections as if the city staff were trying to force something onto the neighborhood -- when, in fact, they were simply serving the clearly expressed will of the majority of citizens. That leads to my second point: Although everyone's opinion should be heard, decisions about this matter should not be based on the sheer volume of organized minority voices, and certainly not on newspaper coverage that focuses only on them for the sake of a story. Although the parking situation should be monitored to see if in fact any problems emerge, I see little basis for any of their other claims. The circulator will reduce traffic, connect us to the university, downtown, and light rail, and will be a major convenience for most people in the College Avenue area. In other words, it will add to the enjoyment of living in Tempe. The idea that it will bring in criminals seems (to phrase it politely) far-fetched and I object to the idea that people who wait for buses are "loitering." My father commuted to work every day for over thirty years by bus, and not once on any of those thousands of days in every imaginable weather was he "loitering" while he waited for the bus. Perhaps if we had more public transportation to bring people together, people would not be so suspicious of each other. Please let us have the public transportation we have already voted for and funded. Thank you for your attention, and, again, let me express my gratitude to the city staff for their fine work on this.

267) There was an article in Wednesday's Tempe Republic about a neighborhood meeting at Broadmor School concerning plans for the neighborhood circulator (shuttle bus). The article made it appear that everyone at the meeting had concerns about the plan. I attended this meeting, and can tell you that there were plenty of people who voiced their support of this plan. I have proudly lived in Tempe for over 25 years and have always loved it, throughout all its changes. I am very proud of Tempe city government for its forward-thinking innovations: plenty of parks, the downtown renovation, the lake, recycling, and public transportation. Unlike most cities in the valley, who desperately try to cling to the past, Tempe seems to prepare for the inevitable future and embrace it. I think the neighborhood circulator is a perfect example of this. I support the concept wholeheartedly. It would help residents get to work and school more efficiently, safely, and with less pollution. One of the concerns discussed at the meeting was parking. There is a worry that people will park on neighborhood streets to catch the shuttle. I think this concern is unwarranted. I live very close to Mill Avenue (3 houses in), with a bus stop right on the corner. The free bus pass has been available to ASU students and staff for 2 years now, and I can attest that no car has ever parked on my street to catch the bus. I hope that the city council will approve this wonderful, innovative plan that helps the residents of Tempe enjoy this beautiful city and all it has to offer.

268) I live near College Avenue and Alameda and I STRONGLY SUPPORT THE NEIGHBORHOOD CIRCULATOR BUS. The reporter writing for the Arizona Republic great misunderstood the amount of support for the circulator. I attended one of these neighborhood meetings and can say that someone stood up and pretended to speak for my street, saying that everyone was opposed on Del Rio Drive. There were 5 of us from Del Rio present, all favored the added bus route down College. I am a property owner and believe that the added route up and down College will enhance my property values. I will ride this bus and know many others committed to ride it also. Please do not let this shrill and often racist-sounding group of opponents carry the day. Please give us the Circulator Bus on College Avenue (from Southern to Apache)!!

269) Today's "Tempe Republic" section of the Arizona Republic carried a very negative report by reporter William Hermann on the neighborhood response to the City's circulator-bus proposal. The article gives the inaccurate impression that most people think the bus is a bad idea, but that isn't true, and was not even true of the meeting. A lot of us are depending on you folks in Tempe government to see through the specious objections about park-and-ride and extra traffic to the value of this proposal for the neighborhood and Tempe as a whole. The objections, fortunately, can be met with facts: other circulator buses have not led to an influx of on-street parking in residential areas, for example. But something else is going on here. The idea that our neighborhood might be better connected to the central city is clearly frightening to some people. Why else would anyone overlook the obvious advantages of a free bus that would reduce car traffic, avoid parking hassles, aid the many people who cannot or should not drive, and model for the younger set the value of public transportation? It is unfortunate that some people see a threat to their property values in the fact that they cannot be completely isolated from strangers and from the vibrant city center just to the north. But please do not think that this sentiment is as pervasive as the Hermann piece implies. We elected you because you want to move Tempe forward, and to do this, Tempe needs to remain a leader in public transport. The recent compact with ASU to provide bus passes was a good first move. This circulator bus idea is a great follow up. Making public transport truly available will reduce the dangers of gridlock downtown and help control traffic flows in Tempe, but what really is exciting is the opportunity for people, especially the kids who are our future drivers, to realize that they don't need to depend so much on cars.

270) I am writing to express my support of the proposed College Avenue Bus routes from the library to ASU. As a resident of the area, I look forward to an alternative way to get to ASU than a drive that's too short to justify or a walk that's too hot to do. I've heard some crazy objections to this proposal, so please use the good sense that my fellow citizens knew you had when they elected you and approve this new and vital resource for the community south of campus.

271) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: whatever there is demand for -seems to me early morning and late afternoon should have high frequency - 10 -15 min. - other times day could be a little less - like 1/2 hr intervals
Frequency0: Every 15 minutes
Comments: I think it's a fantastic idea - can't think of any negatives

272) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7:30 a.m. to 11:30 p.m.
Frequency0: Every 10 minutes
Comments: I am strongly in favor of this idea. It will connect us to the university, downtown, and ASU, as well as to light rail. Since the idea of extending light rail down Rural seems to have been dropped, this last point is very important.

273) i've attended a couple of flash meetings, and just want to add my 2 cents. i've seen the proposed route, and would just like to add it would be great if somehow the flash went straight down rural to the

library from our neighborhood. i know one system can't meet everybody's needs, and i am glad it is coming a little closer to our neighborhood, just wanted to add that a library route would be cool too! thanks for all you guys are doing. can you please send me a (smallish) file of the current proposed route?

274) I hope I have the right person. We met on Monday, March 26 at the public meeting for the neighborhood circulator expansion project. You were our break-out session moderator and I was the spokesperson for our group. I just wanted to follow up with my suggestion to reroute the portion of the alignment along Southern and Malibu to avoid the portion of Malibu between Terrace and Dorsey. I would also like to express my desire to be kept abreast of the decisions regarding this alignment. I would also like you to know that I was originally against the project, but have since changed my mind and am in favor of it with the alignment modification I suggested. My change in support is in part due to the fine job that you and the Tempe staff did at the public meeting helping us to understand the benefits and costs.

275) I am writing to express my strong support for the Neighborhood Circulator bus along College Avenue. This bus service will increase mobility, reduce traffic and make it easier for me to get to downtown Tempe to enjoy dinner and a movie. Please do not let a couple vocal opponents ruin this project. Tempe residents voted for this program in 1996 and I have been waiting a long time to see it implemented. Thank you.

276) I am writing to request that the City of Tempe route a Circulator bus running North and South on College Avenue between Southern and Apache. Originally the City proposed such a route, but the voices of a small but vocal minority of people in my section of the neighborhood have opposed the route. The City has now proposed to detour the Circulator to Mill Avenue between Southern and Alameda. This new route leaves out a large number of us who wish to use the Circulator bus. I oppose the new route and want to ask you to restore the originally proposed route straight up and down College. I now walk all the way to Mill to take the bus (#65 or #66) to my job at ASU. I am uncomfortable taking the Mill Avenue buses at night and walking all the way to my home near Del Rio and Balboa. The Mill Avenue routes involve crossing Mill Ave without a traffic light. This is particularly problematic after dark. A circulator bus up and down College would mean that I NEVER had to drive to work. Getting off the bus at night on College Ave would not worry me at all. The mere presence of a bus on College Avenue would make me also feel safer walking or biking home at night from either ASU or downtown Tempe. The evidence that I have read about collective transportation (like the Circulator) in Tempe and in other cities suggests to me that this route will reduce congestion and traffic speeds on College, and make it safer for biking and walking along College. I also believe that collective transportation will reduce our pollution problems and promote community interaction as we see and get to know each other on the bus. Please demonstrate the courage and leadership to at least try the originally proposed (all College Ave) route. Let the detractors and fear mongering minority see that this bus can work and will be ridden. I urge you to try it. If it does not work, you can change it. If you run that bus down Mill, it might fail from lack of ridership. Why would we need another bus down Mill when we already have two lines? Thanks for your consideration.

277) perception: It's a neighborhood road, not designed as an alternate for nearby overcongested streets.

Use: Bicycling

Favor: Yes

Concerns: Danger to cyclists

ProblemAreas: Cars regularly drive in to the bike lane on College between Broadway and Apache. This is especially true for those cars intending to turn right on Broadway going southbound

Comments: This street is a great choice for buses! I wish there was a bus/bike lane on College which would improve the congestion that affects buses on the major roads. Cars should be restricted to local access only.

278) Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7:00 am to 10:00 pm
Frequency0: Every 15 minutes
Comments: Great Idea. Nice way to cut down traffic and allow people to move around the city

279) The circulator buses will come on LaJolla and I welcome them. Nice to know that I can catch a bus every 15 minutes. Do you realize there are speed humps on LaJolla? Please do not remove them. It's going to be wonderful for us.

280) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6am-10pm
Frequency0: Every 15 minutes
Comments: Currently drive to downtown a few times a week, would go more often if parking were easier - can't wait to use circulator instead!

281) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 24/7
Frequency0: Every 15 minutes
Comments: I am looking for a bus system to run after 1am

282) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 24 hrs.
Frequency0: Every 10 minutes
Comments: bus should run late into the night to get drunk drivers off the road.

283) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: Weekdays only
Hours0: 6:00am until 12:00am
Frequency0: Every 15 minutes
Comments: If the buses will run from the neighborhoods to places like ASU and downtown, I fully support it.

284) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6am to 10pm
Frequency0: Every 15 minutes
Comments: Services like this enhance living in Tempe

285) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: From early morning (7:30 or so) until after the last light rail run.
Frequency0: Every 10 minutes
Comments: This is my second comment in strong support of the circulator, but I noticed on the recently distributed map that it will detour at Southern to go up Mill and then back to College at Alameda. This seems redundant, given that the Metro buses that it will connect with run pretty much the same route as the circulator. Also, this lessens the convenience for those of us east of College. I would prefer that circulator go straight along College without any detours.

286) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 8-10 and 5-6

Frequency0: Every 15 minutes

Comments: The circulator idea is fantastic, it's a way to move Tempe forward and would serve as a model for other cities. Something that people don't comment on are the indirect benefits it would bring (in addition to helping the environment). Individuals who ride the circulator will be more likely to engage in conversations, to interact, to discuss issues and even socialize. So the circulator would be one of the very few paths available to build community (and we know how important that is). It would make neighbors come together in a very informal way, thus providing a space for people to simply interact. So I would very much like to see the circulator go all the way down on College, between Alameda and Southern. PLEASE ignore the VERY few oponents; these are people opposed to change whose position simply stagnates anything that moves forward. So don't listen to them. Make the most of this circulator. It would be much appreciated by many, many more than the few vocal individuals.

287) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: Possibly...11am to 11pm

Frequency0: Every 20 minutes

Comments: I am in favor of the concept but I think it should be limited to residents that live within a certain distance, for example, say within ½ to 1 mile of the route. The shuttle/bus drivers should be very familiar with the neighborhoods and resident wanting to use the shuttle should have to show picture ID to prove that they are Tempe residents within a certain distance from the route. Children should not be allowed to ride unless accompanied by an adult. Other than maybe the Gammage...I don't agree with servicing ASU at all! We should not provide transportation for ASU and its students and I don't think Tempe should encourage off-campus parking. I don't want to see cars lining my street so people can park in front of my house and catch the shuttle for free. I live on a very nice street and I want to keep it that way. Limit service to no more than every 20 to 30 minutes. These are only a few suggestions. I am sure that I will think of more as time passes. If the shuttle is put into service, I think Tempe should do neighborhood impact studies shortly after in order to see how it is affecting our neighborhoods. Then the city & the residents can make a final determination if the system is functioning the way it was intended.

288) In the recent map sent to residents to be served by the College Avenue neighborhood circulator, I notice that the route has been changed to divert the circulator from College to Mill between Southern and Alameda. This will make it far less convenient for those of us who live between College and Rural. It also seems redundant, in that the Metro buses to which it will connect go to most of the same destinations as the circulator. If the current survey shows that people living between Alameda, Southern, College and Rural intend to use the circulator, then please consider restoring the originally planned route straight along College Avenue. I hope the change was not made to appease a vocal minority that will not be appeased in any event. Thank you for your efforts for the College Avenue project and circulator.

289) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am-11pm

Frequency0: Every 10 minutes

Comments: I am very upset about the route change that you just sent us through the mail. We want the bus to go all the way down College Ave from Southern to Apache. No detours to Mill!!!! What is the point? There are plenty of buses on Mill already. I do not feel safe at night having to cross Mill to get back into my neighborhood. We need the circulator to go down College. It will slow traffic, ease pollution and confestion and make our neighborhood SAFER to be out at night. The circulator van is a nice way to meet our neighbors and enhance our sense of community. You let a bunch of rude fear mongerers get

you to change the route in a way that does not make sense. I believe that the tone of remarks was implicitly racist.. The claims the opposition is making have no basis in reality. Please change the route back. Let's test the sensible route that goes straight down and up College. Let's see how it works and then revisit the issue. I am not sure that the route on Mill will obtain the ridership you need to pay for the bus. The route down College will attract many more of us who fear riding the Mill buses home at night (due to the need to cross Mill in the dark).

290) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am-2am

Frequency0: Every 15 minutes

Comments: The idea that people can just signal the bus and it will stop anywhere has not been thought through. Every time the bus stops it will block the bike lane and back up traffic. This is dangerous and will cause accidents. Why ruin the only relatively safe north/south bike route we have? If the bus must go down College, make it stop only at safe bus pull-outs, one every 1/2 mile or so. A bus does not create crime. A bus has the potential to reduce traffic. Which is worse 200 cars per hour or 8 mini-buses an hour?

291) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: All day and until midnight

Frequency0: Every 10 minutes

Comments: As a resident one block from Tempe with two teenage children, and as a professor specializing in transportation at ASU, I am in favor of the circulator #2 (and the others also). We will need it as a way to connect to and from the light rail when it opens, and it should be open late enough so one could come home from First Friday or a Dbacks game late in the evening. It will also allow teenagers to get to and from schools without driving themselves or needing a ride from their parents. Where has this bus been for the past 4 years? We could have avoided hundreds (closer to a thousand) extra car trips for my kids to get to Tempe Prep. Another benefit would be college kids taking it instead of driving under the influence. My only question about this bus route is why does it detour off College to go to Mill and Southern? There are already buses on both Mill and Southern, while College between Alameda and Southern needs a bus. If it's to allow people to get to a supermarket, people can just as easily go to Fry's at Southern and Rural. I thought the whole idea was to get these circulators to go through the neighborhoods, not on the main streets. Transit is underused here partly because it's not in short walking distance, which matters a lot in our climate. How is someone going to "flag down" the van down on Mill Ave. anyway? I think you should concentrate it on connecting neighborhoods to schools, ASU, light rail, supermarkets, Mill Ave., and the library. In sum, this is an idea that is great for kids, residents, the environment, elderly, and it's loooong overdue.

292) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 10pm (or more if possible)

Frequency0: Every 15 minutes

Comments: I am saddened that people don't understand the circulator and what great use they are to families--not just students. The ones in Ahwatukee are used primarily by kids going to movies, shopping, and school. Most students are not going to park in the neighborhood and take the shuttle. It takes too long. Today we own property in the downtown area close to a circulator and get very few students parking on our street. They have better places to park. I have also spent a great deal of time in a home on a residential street in Ahwatukee where a circulator runs. These buses are quieter than the regular traffic and they saw no change in accidents, crime, or other undesirable behavior. My biggest concern with the circulator is with the routing. As it exists, the route is too long to be efficient and quick even with 15 min service. The route goes too far into the ASU area instead of having people transfer to the ASU-

area circulators. There is also too much of the route in the area near Southern and McClintock. I think this area should be served, but Route 2 should really be divided into two routes. I would sacrifice some frequency to have a shorter route (therefore getting to my destination faster).

293) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am-11pm

Frequency0: Every 10 minutes

Comments: I support the original route along College without the diversion to Mill. Also, the survey cite that you noted in the mailout is not working.

294) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: Weekdays only

Hours0: 7a.m.-11p.m.

Frequency0: Every 10 minutes

Comments: This is a great idea. With how much ASU is increasing its parking costs, having an expanded Flash service would greatly benefit students! Local business holders would also benefit because students would be more likely to live in the area. Personally, I think the bus should run more often on weekdays and less often on weekends (may once every 15-30 mins instead of every 10 mins) to maximize the utility of resources used. Hopefully, this service will be up and running by the beginning of the Fall 2007 semester.

295) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: same as the bus system

Frequency0: Every 15 minutes

Comments: This will be so beneficial for the community, the environment and our children. Please don't let the fears of a few neighbors hold our community back. Let's at least give it a try!

296) All for it, love the route.

297) & 405) This is a great idea. We are lucky to live in a city like Tempe that believes in ideas like this.

298) Will make light rail more effective. Also will make easy access to ASU and Mill Ave/Town Lake. I am interested to learn if traffic calming reduces traffic volumes on College. That would alleviate some residents concerns.

299) I will use it instead of driving to ASU.

300) In favor of expansion.

301) Thank you for the bus. In favor of expansion.

302) Great idea and route.

303) & 406) Love it.

304) In favor of expansion.

305) In favor of expansion. Regulate parking times.

306) I'm all for it. Thanks Blind pedestrian and like the convenience.

307) I am without transportation. This will do wonders.

308) In favor of expansion. It appears that the neighborhood circulator committee is very thoughtful and organized.

309) Do it right. Take pride and concern in the community to keep Tempe the happening place to live.

310) In favor of expansion. Will help in any way to figure out how to route traffic and do.

311) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: all day

Frequency0: Every 15 minutes

Comments: I feel the circulator will help reduce the traffic along College enabling individuals to get downtown, to ASU or to the library without driving their own car. Children that are old enough in their parents eyes to participate in this circulator would benefit a great deal. My thirteen year old would be able to take the circulator to his friends houses without having to cross Broadway and College scary intersection on his bike. We as a family would use this circulator to get downtown or to the library or to ASU. This is a great opportunity for our City. Alternative transportation is exciting and greatly needed in this City and parents should educate themselves and their children regarding the importance of this. I do think the City should offer traffic ideas for their neighborhoods that is included in the overall project. For instance by offering parking signs that are located on 14th & 15th which allows only residents to park on their street.

312) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 am to midnight

Frequency0: Every 15 minutes

Comments: I think this neighborhood circulator is vital to our community. We need to encourage public transportation and this is a much needed service to our community!!!!

313) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 AM to 10 PM

Frequency0: Every 15 minutes

Comments: The proposed circulator route for Area 2 is perfect. The access point at Spence and Terrace is great and it goes to all our favorite spots such as Hudson School, the Library, Sunflower Market, ASU and Mill. Please bring this route to us!!! Thanks!

314) My main concern is that you are not using alternatively fueled vehicles. I am also concerned about ASU students parking in the neighborhood. I am in favor of public transportation and in favor of the neighborhood circulator program.

315) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 0530 to 2300

Frequency0: Every 10 minutes

Comments: I would like to see the flash run down Alameda. It seems to me this would allow nearly anyone living between brdwy and southern and college and McIntock to use the flash or other transit opportunities almost exclusively.

316) Yes, we strongly support public transit including the new proposed route, and Sean will use it every day once the light rail is finished, I will use it in the afternoons when it is too hot to walk. I am, however, very concerned about the frequency. I think 4-8 busses an hour is way too much, it will disrupt pedestrians and cyclists and cause problems at the school cross-walks during the school rush. (is that 4-8 busses an hour each way???? yikes). I am concerned about no marked bus stops, just flag it down wherever, again because of cyclists and school children mostly. I was happy to hear that the busses will slow down traffic on college...I hadn't considered that, and that is a definite bonus.

317) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: Late enough so that I can go eat downtown, drink a few, then ride home. 8 PM at a minimum.
Frequency0: Every 20 minutes
Comments: How about a radical idea for "phase 2" of the implementation: Run the circulator on as "as needed" basis until closing time of the bars on Mill Ave. Run one bus on the hour, every hour down Mill Ave from 9PM til 2AM. You pick up drunks and take them home for a nominal fee. Everyone wants to crack down on DUI's, but no one wants to take a cab. Durango CO has a "drunk bus" program. They pick you up at the bar and take you anywhere in Durango for \$5 per person.

318) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7 AM to 10 PM
Frequency0: Every 10 minutes
Comments: this will make it easier for our grandson to get home after school and to get downtown

319) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7am-10pm
Frequency0: Every 20 minutes
Comments: Please extend east on Apache more towards Hudson Park area-- many neighborhoods and people east of Terrace that will not use unless it is closer.

320) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6a-11p
Frequency0: Every 10 minutes
Comments: The new of a circulator in this area would be a great edition to this neighborhood. The addition of any public transportation in our neighborhood should be welcomed as it encourages alternative transportation that is convenient and will add to community involvement in the area.

321) I am completely in favor of the new circulator bus route and know several other people who are also in favor. It will encourage bus riding, and therefore help the environment. It will also create efficient and helpful traveling routes to many places from people's houses. I think that it's a great idea, and it won't really increase noise pollution in my area, since a middle school bus drives down it every morning and rural is nearby.

322) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 9 a.m. to 9 p.m.

Frequency0: Every 20 minutes

Comments: Changed mind about first not wanting all of these extra buses around Tempe. After reading more information on how quiet they will be and small, think it is a wonderful idea. I had mailed a negative letter to you with my concern over one part of the route, on College Avenue by Broadmor and McKemy schools. I still feel this part of College is too narrow, and has too many small children on bikes, in the bike lanes to safely have a bus coming by every 15 minutes and pulling into the children's bike path to let off and pick up passengers. Dangerous idea to me. Mill Avenue is only one block east, and would be a better place to put this part of the bus route, for the safety of the small children on College Avenue bike paths.

323) I totally support this project. Also, I would also like the route to stay on College Avenue rather than be moved over to Mill Avenue. There are already plenty of buses serving Mill Avenue. Also, as a neighborhood circulator, the route should stay on College Avenue rather than a main arterial. I plan to ride the circulator to downtown Tempe and then ride the light rail to my job in downtown Phoenix.

324) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7:00a -9:30p (just after the Library closes)

Frequency0: Every 15 minutes

Comments: I accidentally submitted my last comment for Area 3 instead of 2, however, I want the circulator busses to run in both! We need the circulator bus to run up and down college, to the Library and grocery store.

325) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 a.m. to 10 p.m.

Frequency0: Every 10 minutes

Comments: IF THE BUSES GO UP AND DOWN COLLEGE AVENUE, THE CITY OF TEMPE WILL BE BREAKING THE LAW. THE LAW STATES THAT NO VEHILCLES CAN STOP IN OR PULL OVER INTO A BIKE LANE (IT IS A LAW CALLED "BLOCKING" THE BIKE LANE. HOW DOES THE CITY PLAN TO BE EXEMPT FROM THE LAW THAT EVERY CITIZEN OF TEMPE HAS TO FOLLOW? PLEASE ANSWER THIS QUESTION TO THE CITIZENS OF TEMPE.

326) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: Weekends only

Hours0: 8:00AM 9:00PM

Frequency0: Every 15 minutes

Comments: Super idea! Will use it to connect to lightrail for downtown Phoenix trips.

327) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: Until 1:00 AM on Friday and Saturday nights.

Frequency0: Every 15 minutes

Comments: Frequency (above question) should vary according to demonstrated demand.

328) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 AM - 10:00 PM

Frequency0: Every 20 minutes

Comments: I would use the proposed circulator bus for 3 or 4 round trips per week to use the library, ASU, downtown Tempe and grocery shopping. It is important to serve the needs of persons who do not want to and cannot drive. In addition, I favor efforts to save fuel, reduce carbon and other air pollutants.

329) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 AM to 10 PM

Frequency0: Every 10 minutes

Comments: A great idea. Hurry up with the expansion

330) I'd like to voice my support for the circulator buses. This will help reduce traffic. It's a wonderful opportunity to take advantage rather than drive and avoid parking. I'm concerned about vocal minority using alarmist negative messaging. I am part of the majority. Negatives are using a hysterical approach. Good idea and approach to keep bus on College.

331) I am aware that there is a push to limit buses on College between Southern and Alameda. I do not support limiting. You would do a disservice to the neighborhood if it does not travel on College. Concerns are hyped and overblown. They (negatives) don't support common sense and logic.

332) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7AM to 10PM, Friday & Saturday to 12PM

Frequency0: Every 15 minutes

Comments: We are very much in favor of the Circulator using College Ave. We are looking forward to using the Circulator to go to the Library, the Light Rail stop and downtown Tempe. We think the Circulator will help relieve traffic volume on College Ave.

333) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 5am - 2am

Frequency0: Every 10 minutes

Comments: Fabulous way to get to Light Rail

334) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am - 2am

Frequency0: Every 10 minutes

Comments: This is a great way to get to downtown

335) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am - 1am

Frequency0: Every 10 minutes

Comments: Excellent Service and good for environment

336) perception: Oddly Used. and the Train Crossing needs to be improved.

Use: All of the above

Favor: Yes

Concerns: My only concern is how the Circulator buses will interface with the bike lane and if that will create accidents.

ProblemAreas: The Crossing of Broadway at College takes too long at times.

Comments: I am opposed to the NIMBY people just being against changes to College and the Neighborhood Shuttle without trying to help improve it.

337) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am to 10pm

Frequency0: Every 10 minutes

Comments: The circulator would be a great benefit for our neighborhood, slowing area traffic and providing travel options for our residents.

338) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 5:00 AM - 11:00 PM

Frequency0: Every 15 minutes

Comments: Circulator buses are the wave of the future to free us from dependence on autos.

339) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: the proposed schedule is fine (early in the am to late at night)

Frequency0: Every 15 minutes

Comments: We are VERY much in favor of the circulator, as it will lessen traffic, noise, etc, it will enhance communication among neighbors, and will save money for parking! A win-win situation so I can't get it when I hear the MINORITY of vocal people who oppose it.

340) Strongly support the circulator bus. It's great for the community. Reduces driving, traffic and pollution. Hope you (The Council) have strength to make this dream a reality.

341) I very strongly support all of the proposed new bus routes in and around Tempe. I applaud Tempe's efforts to do its part to reduce greenhouse gas emissions by encouraging the use of public transportation. More localized, free bus routes will increase the likelihood that people will use public transportation instead of driving their cars for short trips. I bicycle daily to and from ASU, and the traffic in my area is terrible and makes riding dangerous. Anything that will reduce traffic will make my daily commute much safer and more pleasant. The survey I took for my area did not ask for my opinion on other proposed routes that will affect me in a positive way- all those around ASU, especially the College Road route. This route is the one that I am more likely to use and that will have more of an impact on my bicycle commute, and so I would also like to voice my support for this route. I think that you should survey ASU students about the routes near ASU, not just the people who live in the neighborhoods surrounding the routes. Currently, when the weather is bad or my bicycle is broken it is very difficult for me to commute. I have to take the Broadway Rd. route and then walk all the way down College from Broadway to the ASU campus south of Apache. If there was a bus running on College, I would not have to walk such a long distance, and I would be more likely overall to use the bus system. Please do take my suggestion to poll ASU students about this route, as I think it would be useful to many who may or may not live in the surrounding neighborhood. Thank you for allowing your residents' voices to be heard on these issues.

342) I'm writing in strong support of the neighborhood circulator expansion (for all of the proposed neighborhoods). As a bicycle commuter, I'd be happy to see fewer cars on the roads. Especially around ASU, people drive too fast on the neighborhood through streets (like College and Roosevelt, for example). Providing more options for public transportation would increase safety for everyone. It would also provide a safer alternative for bicycle commuters who commonly return home after dark in the winter when it gets dark earlier.

The neighborhood circulator would definitely help me drive less, since I could ride it to the grocery store, restaurants and downtown Tempe. I doubt that it would be excessively used by people who live elsewhere (like students parking or outside troublemakers). Excessive student parking on some neighborhood streets is already a problem and this won't help or hinder it. I think that the circulator would help connect people more within our communities, since it wouldn't hurt if people got to know their neighbors better while sitting on the bus.

Thanks for your serious consideration of this matter for the improvement of Tempe

343) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: the proposed schedule is fine (early in the am to late at night)

Frequency0: Every 15 minutes

Comments: We are VERY much in favor of the circulator, as it will lessen traffic, noise, etc, it will enhance communication among neighbors, and will save money for parking! A win-win situation so I can't get it when I hear the MINORITY of vocal people who oppose it.

344) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:30 to 11:30 pm

Frequency0: Every 10 minutes

Comments: please implement this summer - this is a great idea. please maintain the original proposal to route the circulator on CollegeAve. from Apache to south of Southern, as this is the safest and most appropriate route to serve all of the neighborhoods in the area.

345) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: to 11pm or midnight

Frequency0: Every 10 minutes

Comments: Would prefer route go straight down and up College Avenue and not go over to Mill Avenue when south of Alameda.

346) Thank you for your careful consideration of the College Ave. Circulator Issues. I have written before but write again because I have been walking through my neighborhood passing out a petition and flyer in support of the Circulator. Initially, I supported the Circulator because I support collective transportation to reduce traffic congestion and air pollution and to get people interacting in the community. After speaking with the few folks who oppose the Circulator, I write again because I am upset at the racism that I believe is at the root of much of the opposition. Some of the most vehement opponents said things to me about "people bussing up from Guadalupe into our neighborhood." One person said that poor minorities would be "drinking out of our water hoses." One man expressed concerns that "Mexicans" would come into our neighborhood. I find this racism appalling and am now, more than ever, convinced that giving into the minority opposition to the Circulator will reinforce racism and views of Tempe as a racist community. Please support this Circulator on College (no diversion to Mill Ave). The evidence suggests that it will enhance rather than damage our community. Don't let these fear frames rule the day. Try the Circulator. If unanticipated problems emerge, then we can make changes. Don't give into this shrill and paranoid minority. Thank you for your consideration.

347) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 a.m. to midnight

Frequency0: Every 10 minutes

Comments: The circulator should stay on College - not go to Mill.

348) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6 a.m. to 10 p.m. or later
Frequency0: Every 10 minutes
Comments: keep route on College; I will ride daily to my office at ASU and to get to downtown and events

349) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00 am until at least 10:00 p.m.
Frequency0: Every 10 minutes
Comments: love it! I can't wait to ride.

350) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00 a.m. - 11:00 p.m.
Frequency0: Every 10 minutes
Comments: My whole family will use this!

351) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6am-10pm weekdays/midnight Sat&Sun
Frequency0: Every 15 minutes
Comments: Route should stay on College

352) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00-10:00
Frequency0: Every 15 minutes
Comments: I will be able to ride this to school so my mom won't have to drive me.

353) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00 a.m. - 11:00 p.m.
Frequency0: Every 10 minutes
Comments: I can't wait to ride it to ASU football games

354) Hi, I am writing to express my support for the proposed Tempe Circulator buses in the neighborhoods south of University. This idea is great and will enhance the viability of the incoming light rail! Currently I bike to Arizona State and I doubt these buses will change that, but they would be especially helpful in stormy weather days. Where these buses will benefit me the most is going to other parts of the valley. They will easily link my travel to downtown Phoenix either via the tempe bus station or the incoming light rail. This will reduce the need for using my car. Hopefully I would also be able to find an easy grocery store route too.

355) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week

Hours0: 6am - 11pm
Frequency0: Every 10 minutes
Comments: I lived in near the 5th street circulator previously and I enjoyed the service and had no problems with it. I saw no students parking in my neighborhood to ride to ASU. The people riding the bus were mainly people from my neighborhood and there was definitely no criminal element. Also, when I biked on 5th street, the bus was able to pass me easily and I felt comfortable with the space it gave me. I strongly support the circulator, especially on College. It will decrease car noise and air pollution, the street will be a safer place, and it will be a good service for everyone in the community, not just ASU students.

356) perception: off peak no problems, rush hour congestion
Use: All of the above
Favor: Yes
Concerns: posted speed limits not obeyed (city data showed this already!)
ProblemAreas: traffic speeds broadway-southern
Comments: I see speed as primary problem, photo radar enforcement or simple lighted "your speed is X" sign reminding speeders to slow down would be simple without choking the street by physical barriers. secondary problem is peak volume where traffic backs up a long way making it difficult for left turns into residential streets (e.g. college northbound from southern, left on geneva). looking forward to circulator so we can more easily be "park & riders" while parked at home!

357) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: All of them.
Frequency0: Every 10 minutes
Comments: I think that this is a really good idea, and I would use this a lot. It would have been great if it had been around when I was at McKemy, because then I would have used it many times every day. Now, it offers a much less expensive alternative to driving, especially considering the auto insurance rates for teenagers. Since my parents don't chauffeur me (or anyone) around, my friends and I would use this almost every day to get to eachothers' houses, school, younger siblings schools, the library, and many other places. I would really use this a lot, and urge other people to not ruin it for my friends, family, or myself by selfishly torpedoing this idea. If you really think about it, people are less likely to get hit by a professional driver than a parent with unruly children in the back or their obnoxiously large GMC Suburban. Many people would use this shuttle, and it would benifit us all.

358) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: as regularly as budget permits
Frequency0: Every 10 minutes
Comments: Landlocked Tempe, at the heart of the Valley, needs to build on the transportation systems already in place and under way. We no longer have the luxury of thinking of ourselves as a distant suburban community. We are urban and need to provide smart, efficient transportation connections and options for our residents. This is the only way we stand a chance of improving our air and protecting the flow of federal transportation money. This requires leadership. Do the right thing for our future!

359) & 407) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00 AM - 11:00 PM
Frequency0: Every 15 minutes
Comments: We are strongly in favor of the neighborhood circulator, and think fears expressed about its causing accidents or endangering children are overblown. There is a good chance that the circulator will reduce automobile traffic on college, which would be a good thing. Although we indicated a preference for having the circulator run every 15 minutes, it would make more sense for the frequency to be higher

during the hours when people are traveling to and from work (7:30 AM to 9:30 AM and 4:30 PM to 6:30 PM) and less frequently during other hours, at least initially. If this schedule fails to satisfy demand, then the frequency could be increased.

360) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6:00AM - 12:00A
Frequency0: Every 10 minutes
Comments: Make sure of timely connections to Light Rail & PHX. ASU student Parking Prohibited in neighborhoods along route.

361) In favor of expansion. I like the whole concept of neighborhood circulators, facilitating the ease of travel within the community and reducing pollution.

362) & 36). In favor of expansion. I don't know yet. Need to think about it some more. Am concerned about people parking up and down college. Afraid they'll also park on our streets where houses are. But I do like having a ride to Tempe, etc.

364) In favor of expansion

365) & 366) In favor of expansion

367) In favor of expansion

368) In favor of expansion

369) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7am - 11pm
Frequency0: Every 15 minutes
Comments: Very much approve; those opposed are trying to create the impression that these are full sized buses vs shuttle sized, don't appreciate the "dis-information"

370) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: Weekdays only
Hours0: 7 am - 6 pm
Frequency0: Every 20 minutes
Comments: Please be mindful of the safety concerns of the local neighborhoods. I am in favor of public transportation, but we do need to balance the concerns of those in the targeted area.

371) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6 am to 8 pm
Frequency0: Every 20 minutes
Comments: I live on Encanto Dr. and would use the service to access downtown businesses.

372) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 9AM to 5PM
Frequency0: Every 20 minutes

Comments: Excellent for seniors who no longer drive.

373) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00am-10pm

Frequency0: Every 10 minutes

Comments: I fully support an orbit bus to be in our neighborhood! It sets a great example to my children about how to use Public Transportation and how wonderful it can be for the environment and daily life!

374) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 3am

Frequency0: Every 10 minutes

Comments: This is an outstanding idea! We would use it every day! I can see this service drastically reducing the amount of driving trips necessary to get to the places we regularly go. It should also reduce traffic overall.

375) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6AM-10 PM daily, extend to midnight Fridays and Saturdays

Frequency0: Every 10 minutes

Comments: I live on 14th St east of College. I strongly support the concept and the proposed route, most especially the segment along College, which is key to provide my family easy access to the service

376) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00 a.m. to 10:00 p.m.

Frequency0: Every 15 minutes

Comments: I'm in favor of Tempe's progressive approach to trying to solve our many traffic problems.

377) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00 a.m. to 10:00 p.m.

Frequency0: Every 15 minutes

Comments: We favor this creative & forward-looking approach to Tempe's traffic congestion.

378) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 12am

Frequency0: Every 15 minutes

Comments: WE NEED MORE TRANSPORTATION

379) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 am to 9 PM

Frequency0: Every 10 minutes

Comments: Keep the route off College ave. There is already too much traffic around broadmoor and McKemy.

380) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 Am- 9 PM

Frequency0: Every 10 minutes

Comments: I would love to cut down my own driving - espacially good for teenagers with afterschool activities

381) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: As many as are feasible

Frequency0: Every 10 minutes

Comments: I applaud the city's effort to provide convenient bus transportation.

382) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7am-10 pm

Frequency0: Every 15 minutes

Comments: great idea, I'd use it to get to work

383) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 8 am - 8 pm

Frequency0: Every 20 minutes

Comments: good for high school student transportation

384) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6 am to 10 pm Monday - Thurs; 6 am to midnight Fri & Sat; 6 am to 8 pm Sun / holidays

Frequency0: Every 15 minutes

Comments: I strongly support this neighborhood enhancement

385) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00 a.m. to 11:00 p.m. Monday-Thursday; 6:00a.m.-1:00a.m. Fri & Sat; 8:00-11:00 Sun.

Frequency0: Every 10 minutes

Comments: the route on college ave, between apache and the freeway, offers the best service to this neighborhood and will help us get to the light rail station and to work

386) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 8 hours

Frequency0: Every 15 minutes

Comments: Very suuportive of the circulator on College Ave.

387) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes
Days0: 7 days a week
Hours0: 7:00 am to 10:00 pm
Frequency0: Every 15 minutes
Comments: I'm in favor of allowing the circulator bus use College Avenue

388) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7am-10pm Monday-Thursday; 9am-2:am Friday and Saturday; 10am-7pm Sundays
Frequency0: Every 15 minutes
Comments: Suggest route modification to eliminate 5th street loop. Do not do north of University.

389) I am calling about the proposed Neighborhood Circulator on College. I have been living on college for 7 years and I bike and walk. I support the circulator and would use it. I would prefer it run until 11 p.m. or midnight. One route shows it traveling on Mill south of Alameda. I would prefer it go up and down College.

390) I strongly support the neighborhood circulator bus in area 2. The recent flyers are not representative of the strong support to use public transportation in this area.

NOTE: SOME COMMENTS MAY BE OUT OF ORDER DUE TO THE FACT THAT ONE COMMENT WAS MADE BY MORE THAN ONE PERSON SO THE COMMENT HAS TWO NUMBERS ASSIGNED TO IT. (FOR EXAMPLE, IF A HUSBAND AND WIFE BOTH SIGNED A COMMENT CARD, BUT HAD THE EXACT SAME COMMENT, THEY WERE EACH COUNTED)

408) I strongly support the circulator bus on College. I do not support moving it to Rural or Mill.

409) I am strongly in favor of the circulator bus.

410) I support the circulator bus on College.

411) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 7am to 10pm - or just publish the hours available
Frequency0: Every 15 minutes
Comments: As I am an elderly Tempe homeowner, I am over joyed with the circular bus plan

412) & 413) We support this bus. We have received the notice. We support the route.

414) I fully support the College Avenue circulator bus.

415) I have received the flyers form the people ranting about the free bus and I am all for it. I hope it comes down College to my home. I live just north of the freeway. Whoever wrote this flyer is a lunatic. The circulator will raise my property values. Don't listen to them. We need these buses.

416) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: Yes
Days0: 7 days a week
Hours0: 6 AM to 9 PM
Frequency0: Every 15 minutes
Comments: Running a circulator bus along College Ave. between US 60 and ASU to downtown Tempe is a terrific idea. There are so many ASU students renting in this area who race back and forth between

home and ASU, it could be a great pollution stopper. There are also lots of ASU professors residing in the area who wouldn't have to drive to work every day. Many elderly residents live here who don't want to drive or know they shouldn't be driving would use the circulator as well to get to the grocery store, library and drug store. I would use it for the same reasons. The sooner this is in place, the better! Congratulations on a great plan.

417) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6:00 AM - 11:00 PM

Frequency0: Every 15 minutes

Comments: Great for the neighborhood. Needs to run on College to serve neighborhoods.

418) I've just found a flier at my front door headed "No buses on College." I don't know what motivates the opposition to buses on College; I'm afraid some people just have an irrational fear of public transit. The arguments on this flier against a shuttle bus on College Ave. are irrational and designed to arouse irrational fears. And the flier tells me how to contact you, but not how to contact the cowardly author of the flier. PLEASE DON'T BE INFLUENCED BY IRRATIONAL ARGUMENTS AGAINST A SENSIBLE TRANSIT SYSTEM--INCLUDING SHUTTLES ON COLLEGE AVE. IT'S A GREAT IDEA, AN AN ESSENTIAL LINK TO THE LIGHT RAIL.

419) I RECEIVED A FLYER OPPOSING BUSSES ON COLLEGE. PEOPLE SEEM TO FEEL THE IDEA WOULD BE HAZARDOUS TO BICYCLES. THEY EVIDENTLY HAVE NOT BICYCLED ON RURAL OR ON ANY OTHER STREET. MY DAUGHTER WAS HIT CROSSING WITH THE LIGHT ON MILL AND 10TH. DRIVER JUST DID NOT LOOK TO THE RIGHT BEFORE PULLING OUT. A VALAVICTORIAN GOT HIT ON RURAL AT TERRACE AND NEVER STARTED CLASSES. I HAVE LIVED HERE FOR 22 YEARS. I HAVE LIVED IN TEMPE FOR 32 YEARS. BUS TRAFFIC WOULD BE INCREASED ON COLLEGE, BUT WHAT ABOUT THE NEIGHBORS THAT TRAVEL COLLEGE AT 45 MPH. EVEN THROUGH THE SCHOOL VONE. I HAVE SEEN THIS. THE PAMPHLET SAID THAT SCHOOL BUSSES WOULD BE ELIMINATED. WHAT IS WRONG WITH THAT. ON SOLANA DRIVE A BUS DROPS OFF ELEMENTARY CHILDREN. ONE DAY THE BUS STOPPED, SO, MY DAUGHTER STOPPED. THE BUS PULLED FORWARD AND THE STOP SIGN WENT BACK. SHE PULLED FORWARD AND STOPPED BECAUSE A YOUNG BOY WAS BEHIND THE BUS AND WALKED IN FRONT OF HER. SAFETY HAS LITTLE TO DO WITH THE BUSSES AND A LOT TO DO WITH KIDS NOT PAYING ATTENTION. WE DO NOT WANT TO HAVE ANY ONE HURT, BUT THIS IS LIK ASKING YOU TO ELIMINATE ALL AUTO TRAFFIC IN TEMPE. I WORKED WIT5H MY DAUGHTER AND TAUGHT HER HOW TO RIDE HER BICYCLE. THE DRIVER HAD A RIGHT TO MAKE A RIGHT WHEN TRAFFIC CLEARED, BUT HE WAS SUSPOSE TO WAIT FOR PEDESTRIANS IN THE WALK WAY. GETTING GOOD GRADES DOES NOT MEAN THAT THEY ARE COMPETENT TO DRIVE. HAVING MONEY, DRIVING A LEXUS, AND IGNORING THE LAWS DOES NOT MEAN YOU SHOULD BE DRIVING. MY HEALTH IS DETERIATING. I WOULD USE THE BUS. I USE THE BUSES NOW. I BICYCLE NOW. I DO NOT SEE WELL, BUT WAS HIT BY A DRIVER MAKING A LEFT HAND TURN ONTO UNIVERSITY FROM SOUTH BOUND MCALLISTER. THE DRIVER JUST THOUGHT SHE HAD THE RIGHT AWAY. IT'S NOT THE INCREAS IN TRAFFIC OR THE BUSSES. IT IS THE PARENTS NOT TEACHING THEIR KIDS HOW TO RIDE THERE BICYCLES AND THE DRIVERS BEING RESPONSIBLE FOR THEIR ACTIONS. RUN A LIGHT, KILL A YOUNGSTER, AND GET OUT OF JAIL FREE. NO ONE TOOK HIS LICENSE EVEN THOUGH HE SAID HE COULD NOT SEE THE LIGHT. APACHE I HAVE REORTED BICYCLES GOING THE WRONG WAY ON MCALLISTER. THIS CAUSES SOUTH BOUND BICYCLESTO HAVE TO MOVE INTO THE TRAFFIC LANE. THE PAVEMENT MARKING FOR THE CROSS WALK DO NOT REACH THE SIDEWALK AND BICYCLES CUT INTO THE BICYCLE LAND FROM THE CROSS WALK. THIS PUSHES SOUTH BOUND BICYCLES EVEN FURTHER INTO THE TRAFFIC LANE. ON TOP OF THIS, THE BICYCLES IN THE CROSS WALK OFTEN JUST CROSS APACHE AND THEN CROSS MCALLISTER AGAINST THE LIGHT. I ALMOST HIT ONE AND THE GIRL LOOKED AT ME AS IF I HAD DONE SOMETHING WRONG. ENFORCEMENT OF THE LAWS IS NEEDED. WE ARE TOLD IT IS SAFER TO RIDE IN THE STREET

OR THE BICYCLE LANE. I HAVE BEEN CUT OFF BY A PICKUP AND TOLD TO GET THE F OUT OF THE STREET. A GUY HOLDS UP A MOTEL RECEPTIONIST AND STARTS WALKING OUT THE DOOR. HE SAID HE HAD A GUN IN HIS JACKET. WHEN THE OWNER SAID STOP, THE ROBBER PULLED HIS HAND OUT OF HIS POCKET. THE OWNER KILLED HIM AND WAS ARRESTED FOR THE MURDER. CHUCK NORRIS WAS INVITED TO AN EXCLUSIVE INVITATION ONLY TOURNAMENT IN CHINA. BLACK BELTS WITH MANY HONORS AND AT LEAST 20 YEARS OF TRAINING. A FRIEND THAT WAS THERE SAID HE DROPPED HIS FIRST 3 APPONENTS SO FAST THAT MY FRIEND COULD NOT SEE HOW HE DID IT. THE POINT IS, IF WE CONTINUE TO LET CRIMINALS AND PROSECUTE PEOPLE THAT ARE DEFENDING THEMSELVES, PEOPLE GET AWAY TO KILL AGAIN. IPARENTS NEED TO BE RESPONSIBLE FOR THEIR CHILDREN'S EDUCATION. REMEMBER LOOK BOTH WAYS BEFORE YOU CROSS THE STREET. HOW ABOUT THE POLICE COMING DOWN ON TRAFFIC VIOLATIONS. HOW ABOUT PEOPLE BEING TRIED FOR HOMACIDE WHEN THEY KILL A KID IN A CROSS WALK AND THEY RUN A RED LIGHT. HOW ABOUT LETTING ME RIDE THE BUS TO WORK ON COLLEGE. I STOPPED DRIVING WHEN I FELT I WAS NOT ABLE TO DRIVE SAFELY. YET, I SEE PEOPLE DRIVING IRRESPONSIBLY WHEN MY DAUGHTER GIVES ME A RIDE OR I AM JUST WALKING TO THE STORE. WE NEED MORE PEOPLE LOSING THEIR LICENSES AND BEING TOLD TO TAKE THE BUS FOR A FEW WEEKS. I AM UPSET THAT PEOPLE WITH PEOPLE BEING IRRESPONSIBLE, HAVING A POLICE FORCE THAT IS UNDERMANNED, COURTS THAT LET MURDERS GO, COURTS THAT ARREST PEOPLE WHO ARE PROTECTING THEMSELVES AGAINST UNKNOWN DANGERS, AND NOT HAVING A BUS BECAUSE SOME PEOPLE DO NOT WANT TO BE INCONVIENCED. THE GOOD REASON FOR NOT HAVING BUSSES ON COLLEGE IS THAT THERE MAY BE MORE ACCIDENTS AND PEOPLE HURT. THE REAL REASON IS THAT THEY WANT TO SIT IN THEIR CARS AND NOT HAVE TO WAIT FOR BUSSES. THEY WANT TO POLUTE AND NOT HAVE TO BE RESPONSIBLE FOR TRAINING THEIR KIDS. THEY THINK BECAUSE THEY HAVE GOOD GRADES, THEY CAN RUN A RED LIGHT ON A BICYCLE OR IN THEIR CARS. I WANT BUS SERVICE ON COLLEGE. IT IS A GOOD IDEA.

420) I am writing you in support of the College Avenue circulator bus. I think it is an excellent idea, as do all my neighbors with whom I have spoken personally. I have entered and signed my supporting comments on the city website to that effect also. At houses in my neighborhood someone is anonymously leaving a flier that is full of disinformation about the circulator bus. It's unconvincing. I wish to again personally emphasize my support for the bus. I shall be a regular user.

421) Tempe needs the Circulator Bus System, and as soon as possible. The issues are clear. The opposition is reactionary and irrationally concerned about the unknown. Historically, we know that such opposition is usual. The point is that we have a chance to rise about this unfounded concern and be forward looking and wise. As the ASU population increases, we need to control the number of cars by providing circulator buses that are brilliantly designed to actually be used! As our pollution increases, we need ways to control emissions.

Please support the majority will and the needs of all by starting the bus system as soon as possible. Let Tempe continue to be a wise leader in the Valley. Thank you for your service to our city.

422) Dear Council, I am a longtime resident of University Park Neighborhood, close to College Ave. I strongly support the plan for "Area 2 ORBIT circulator".

If the circulator goes in as originally planned to serve College Avenue it will make our community more "livable". I could accomplish many of my errands on foot and teach my daughter to consider public transportation as a good option.

Thank you, Laurie Lundquist

423) I wish you to know that I strongly support the circulator bus for Area 2. I see this route as a distinct asset for this area and surely an asset for those of us who are seniors. Makes access to downtown Tempe and ASU much easier. Eliminates parking hassles in both of these areas. I can see NO downside to this bus and applaud the city for making the service available. Ignore the naysayers!! I consider this as progress.

424) As a resident of Tempe just 3 houses east of Daley Park, I am concerned with the level of traffic that is not only generated by the largest US University, but also by the mushrooming of the downtown. In the very near future our downtown will be as denser, or denser, than many other US cities that are much larger. Given this potential for traffic gridlock, I believe that the College Avenue Circulator Bus plan is a positive step in easing the present high level of traffic in my neighborhood, as well as laying a groundwork for people busing/biking/walking to downtown rather than driving. I am in support of the initiative.

425) I am in favor of the expansion of the "Orbit" circulator bus in Area 2 (College Ave.) However, I also share the concerns about safety that others in the area have. I am quite confident that the city can work out a scenario where safety concerns are addressed and we can still expand this valuable public transportation service.

426) I urge you to support the Area 2 Circulator route down College.

TOP 10 Reasons to SUPPORT the Circulator:

10. Traffic Congestion – We have gridlock now!! What will traffic be like when the high rises downtown are filled and ASU enrollment reaches projected levels? We NEED the Circulator to reduce traffic from daily commute and short errands.

9. More use of downtown - Many would use the downtown area for shopping and cultural events if parking and traffic wasn't such a hassle.

8. Convenience to elderly residents – some of the people who commented vehemently against this service looked like they would only be driving for a few more years. The truth hurts, but they should face the facts.

7. Sense of community –I rode the existing neighborhood flash once. I. was interested to see that many of the riders knew one another; the bus was filled with lively conversation.

6. Public Transportation goes Mainstream – We need to think of Public Transportation as something we ALL use, debunking the illusion that it only serves the car-less/ homeless/jobless segment of society. This service will do that.

5. Connect to Light Rail – The success of LR depends on whether it is widely used by residents from initial opening. If it is heavily used, especially at night, we will all be safer. We need an easy way to connect with LR, especially in 115 degree weather.

4. Safety of children – Traffic down College moves TOO FAST. City estimates show traffic is typically 10 mph over posted limits. Children walking and biking down College would be safer with less traffic and slower traffic. The circulator could do this. These vans are kind of pokey. I recommend heavy enforcement of the 25/30mph speed limit, and NO PASSING signs.

3. Crime could decrease if more residents are out and talking to one another. In a community with no front porches, and 100 degree weather, the Circulator would get people out of their cars and into a neighborhood van. The best deterrent to Crime is a watchful neighbor.

2. Let's Do the Math: City estimates College Ave. carries 2000 cars/day. A Circulator at 15 min. intervals = 128 trips/day. So for 100 trips with 10 passengers each = 1,000 passengers. So the circulator could potentially reduce traffic by 50%.

1. Who can resist a Circulator named ORBIT???

Thank you for reading.

Please VOTE YES.

427) I own property on Encanto Dr. in Tempe and am a long time resident although I spend the summers in the northwest. I strongly support the neighborhood circulator bus proposal, especially the one down College avenue. Parking in downtown Tempe is difficult and with the arrival of the light rail, getting to that will be a problem for me because I don't walk as well as I used to. Don't listen to all the naysayers about this program. Go ahead with it.

428) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: all day

Frequency0: Every 20 minutes

Comments: We would like to see the Bus run on College and Not Mill as we see it as being a safer place to board and think it will help cut traffic in the neighborhood and increase property values.

429) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6AM-Midnight

Frequency0: Every 10 minutes

Comments: I am a current ASU student and love the idea of the expansion. Having once lived on the neighborhood flash route before, I know what a great help it can be to get around with parking the way it is now a days. Please start it ASAP!

430) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 a.m. to 10 p.m.

Frequency0: Every 15 minutes

Comments: I am in favor of any expansion of, or addition to, our mass transit system. I am thankful that Tempe has always been forward looking, and has taken the lead in the east valley in matters like this. Our streets will only become more clogged and our skys more smoggy over time, unless we use alternative transportation than one car per one commuter!

431) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 7 am to 10 pm

Frequency0: Every 15 minutes

Comments: This will be great for us elderly folks who are having some problems with driving our cars. This way we can get to downtown events and leave cars at home. And when the light rail will be available then it will be a snap to go to where you will be able to catch it to go to events downtown Phoenix!

432) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am to 10 pm

Frequency0: Every 15 minutes

Comments: My husband and I strongly support the implementation of this plan.

433) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 8 am to midnight

Frequency0: Every 20 minutes

Comments: Great idea

434) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: Yes

Days0: 7 days a week

Hours0: 6am-11pm

Frequency0: Every 10 minutes

Comments: I am excited to take this next important step into the future with Tempe and transit. As I look around the valley, I see increasing grid-lock everywhere. The fact that Tempe residents had the foresight in 1996 to see the need and value of city and neighborhood focused transit by taxing themselves to allow for these alternatives shows the spirit and dedication of our residents. Mass transit has enhanced our city at every step and I fully support this next level of access direct to our homes. I

look forward to the incredibly personal level of service that the proposed (Mill/College/Southern/University) Orbit route will bring to our family and neighbors. I have no doubt that the utility of this system will become immediately apparent and will easily integrate into our city and our lives.

435) & 436) I am calling regarding the circulator. My daughter and I are all for the circulator bus.

437) I am calling to support the College Avenue bus.

438) I support the idea of having a College Avenue circulator bus. I also favor barriers on College between Apache and US 60.

439) I live in the affected area along College and I am calling to support a bus on College. It's important to have this. We are already paying taxes on this. Don't let a minority opposition sway you on this. Either way you will offend a group of people. I suggest you implement along College and evaluate after 6 months. I strongly support this program.

440) I am calling to show my support for the circulator through my neighborhood along College. There is a vocal opposition and they are in the minority. The web site shows that Tempe voters are supporting this program. I ride the bus and would use this.

441) I support the circulator.

COMMENTS RECEIVED AFTER MAY 1

442) & 443) My husband and I, who are residents of Alameda Estates, are in favor of the Circulator bus running on College Ave. Many of our neighbors have concerns, but we think with careful attention to safety this would probably be the best route. Karen and Jack Loessi

444) & 445) To bus or not to bus? Although that is the question, the rhetoric on both sides will I'm sure, keep you all up until past the bewitching hour. When it's all said and done (hopefully before the sun rises) you will push the little button and there will be a sea of green along the vestibule. A YES vote on bus circulators is the prudent decision, which I believe will be made by our WISE political leaders.

446) I support the Neighborhood "Orbit" circulator bus on College Avenue, which I understand is also designated as Area 2. This will benefit neighbors, transportation efficiency, and reduce air pollution.

447) The proposed expansions to the Neighborhood Circulator bus routes will vastly improve the quality of life for Tempe residents. The campaign against the expansion has largely been based on disinformation and fear. Petitions went around showing full size buses hitting cyclists, an unfair portrayal designed to instill fear in residents.
The buses will improve safety and ease traffic loads on our streets. Please approve the expansion.

448) The purpose of this short letter is to indicate extreme support for the proposed Neighborhood Circulator Bus Route in Tempe. I am the longest-tenured Faculty Member in the School of Business at ASU and live directly across from Daley Park on College Avenue....I plan to continue on a permanent, part-time basis teaching at ASU and, at present, sometimes walk and sometimes, when short on time, take my car to the campus. The existence of the bus route would permit me to leave my car at home, cutting direct pollution and enjoy the short ride to the campus....There are individuals in my neighborhood in similar circumstances, with whom I have discussed this prospective activity, and they are most enthusiastic about this potential.....The Tempe Lake is nice but it is a feature of the community which I do not use daily...The new Bus Route would be a daily help to individuals in the community.... Thank you for supervising a most creative solution to the movement of individuals in Tempe...

449) I support the College Avenue circulator bus.

450) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: Yes
Days0: 7 days a week
Hours0: 7am - 11pm
Frequency0: Every 15 minutes
Comments: I think this is great....enable people who don't drive to ride a free shuttle to schools, the Library and downtown. When downtown, folks can connect to other bus routes and eventually light rail. Although our kids are grown, I would have loved to have this available while they were in junior high (at Connelly) and McClintock. I wouldn't have to leave work early or arrive late to get them to activities. Plus, teen age drivers can be dangerous, but we let ours drive as they had to get to school and activities.

451) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: Yes
Days0: 7 days a week
Hours0: M-Th 7 a.m. - 10 p.m.; F 7 a.m.-11 p.m.; Sat 8 a.m. - 11 p.m.; Sun 8 a.m.-10 p.m.
Frequency0: Every 15 minutes
Comments: please have buses stop at far corner (in direction of travel) past each intersection - more predictable that way yet still easy to access

452) In response to the flyer No buses on College or La Jolla, I would like to say PLEASE bring them, we need them badly. I've lived in Tempe off and on since '63, as the weather gets hotter it would be a great help getting around. I can't afford a car, so I have to ride the bus alot to work and back,(I also ride the ALEX bus) and I have to take of my elderly mother who lives near College Ave. it would be a great help to get me to her house when it's hot. I have not seen alot of heavy pedestrian traffic on La Jolla or College below Southern Ave.

I really think having the bus would be benifical for the elderly.

As for children safety isn't it up to the parent/s to keep an eye on them and teach them to becareful, I taught it to my children, it's not that hard. Please, please bring the buses.

453) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: Yes
Days0: 7 days a week
Hours0: 6am-mn
Frequency0: Every 10 minutes
Comments: We welcome it.

454) I am writing to urge Mayor and Council to support the proposed College Avenue circulator bus. I know there has been neighborhood opposition based on increased traffic posing a danger to school children. I would question this,however. I take a long walk up College (I live south of Southern) around the Broadmor school nearly every morning, and regularly drive to and from work on this street. The danger I regularly see are cars running the red light at College and Southern, cars using excessive speed on College, and aggressive parents dropping off or collecting their children at McKemy and Broadmor schools (including failing to yield at crosswalks with crossing guards). This poses a far greater danger to children than would the circulator buses, which would actually serve as moving speed bumps. And there would be less traffic, as I would not be driving to ASU, but taking the circulator bus. Please support it.

455) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: Yes
Days0: 7 days a week
Hours0: 6am to 11pm weekdays; 6am to 2am weekends
Frequency0: Every 10 minutes
Comments: We are in support!

456) perception: Meant for light traffic to and from elementary schools; great for biking.

Use: Bicycling

Favor: Yes

Concerns: no

ProblemAreas: none

Comments: I am in huge support of adding a public bus route down College Avenue. It is a wonderful road to bike down, but come summertime it is too hot for the ride and I am forced to drive. This project would greatly benefit ASU workers/students getting to/from campus and the neighborhood as a whole. Thank you Tempe!

457) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 5:00AM - 10:00PM or later

Frequency0: Every 10 minutes

Comments: Circulators are a fantastic way to get around. They're small, quiet and non-disruptive. I used to live in an area served by a circulator and I miss it. Half the cars/trucks driving down the road generated more noise than the circulators.

458) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: Weekdays only

Hours0: during high-peak traffic hours (rush hour)

Frequency0: Every 20 minutes

Comments: The circulator buses will take more cars off the streets! Cyclists and Pedestrians should be in full support!

459) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 6AM-Midnight

Frequency0: Every 10 minutes

Comments: This is an essential link in the system. Thanks.

460)_ Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 7:00am to 9:00 pm

Frequency0: Every 15 minutes

Comments: such a great opportunity for kids to get to pools and recreation facilities that parents may not be able to help them out with because of hours. Lack of transportation in a city this size should not keep people from enjoying the wonderful facilities that are here. This is a wonderful addition to our community.

461) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 5:00 a.m. to midnight

Frequency0: Every 10 minutes

Comments: I am writing in support of the Circulator bus on College Ave. Being able to flag a local bus to connect to downtown, the university, and light rail is a real benefit. My concerns relate to the very high volume of bikes, cars, children and bus buses and pedestrians and the related safety issues. Are there further attempts to divert car traffic off College? This would surely help ameliorate the problems. So, I support the Circulator Route and would use it==however, I'm interested in hearing more details about traffic calming and specific plans for College Ave. I hear traffic calming but haven't seen what that would

entail. The two issues are very linked--that's why I want to hear more about the calming before wholeheartedly endorsing the Circulator Plan.

462) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 7-7

Frequency0: Every 10 minutes

Comments: I think this is an excellent idea. My son has a disability and walks to school. I think he can benefit from the shuttle. He can get a ride to the library and/or school. This also helps him become an independent individual in society. Also, I would like to comment on the Broadway Lane and College East/West Bound. We as owners on this street were getting a lot of cut through-high speed traffic and it was very unsafe to our children. A bike could still go through.

463) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 6am - Midnight

Frequency0: Every 15 minutes

Comments: I think it's a wonderful program. I ride the Route 1 bus to Phoenix several times a month to go to work. While I don't mind the walk from my apartment to 5th St and College, I do enjoy having the ability to jump on the neighborhood FLASH to get home at the end of my day when I'm tired.

464) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: Till 10pm

Frequency0: Every 10 minutes

Comments: Would benefit many people. I would much rather take the flash to school than drive. I would have to take 2 buses on the valley metro to get to school. The flash would make my commuting much easier. Many people use it and love it. It would be a great way to use public transportation.

465, 466, 467) We cannot attend the neighborhood meeting concerning the proposed circulator bus, but we wish to endorse its expansion into our neighborhood. We would like to know if electric bus or a combination of electric and gas could be used to ease the pollution the buses would generate. We are all for the reduction of cars in the area, which would reduce the many safety issues. Would it be possible to restrict cars to locals only on college, at least to Broadway? Anything that reduces automobile traffic is an advantage for everyone.

Please keep us informed.

468) I'm in favor of extending the bus into the neighborhoods. I live at Broadway and College and if ASU students park in the neighborhoods, we can get permit parking. I would use this to get to downtown and ride on Southern.

469) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: Weekdays only

Hours0: 8 am to 8 pm

Frequency0: Every 20 minutes

Comments: This would make it possible to arrive at my volunteer task much more easily

470) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: Yes

Days0: 7 days a week

Hours0: 6 AM to Midnight

Frequency0: Every 10 minutes

Comments: Expand hours for special events, such as New Years Party, Electric Light Parade, etc

AREA 2 – COLLEGE/DORSEY: NEUTRAL/UNDECIDED

- 1) Because the circulator buses will tie into light rail, we are concerned that commuters from outside our neighborhood will park and take the bus for light rail.
- 2) The routes for the circulators buses need to be free of speed humps – use alternative solutions. What is the reason for the circulator bus to go all the way south to ped bridge? Anyone going there will have a bike to continue. It hits speed humps. Dorsey Lane is covered with speed humps. Ugh!
- 3) Bring to relevant meeting statistics on efforts of mini-buses on traffic volume (doesn't it reduce traffic?)
- 4) Maybe all the people who are clogging the roads could take the bus.
- 5) When will the neighborhood circulator be in service from Southern down College to Aepli by Broadmor School?
- 6) Circulator route – will people park in the neighborhoods to catch the circulator route to the light rail?
- 7) Buses up and down College is really going to irritate those who already don't like the amount of vehicular traffic.
- 8) Some people want fewer buses. This is a contrary to reason as buses get people off /out of their own transportation.
- 9) Will there be parking restrictions in the neighborhoods ??? the circulators.
- 10) I need more info but as of now, I wonder if that amount shuttle buses on College would actually reduce traffic. Also I question the safety of picking riders up as it would interfere with bike riders and walkers.
- 11) People from outside the neighborhood will get "as close as they can drive and park" and then take the circulator. Where will they park?
- 12) How long are the circulator buses? How many people do they seat? Are they wheel chair accessible?
- 13) Where will students park if they se circulator to get to campus? Library lot? Supermarket lots?
- 14) Do circulator buses run concurrently with bike lanes?
- 15) Will there be bus pullouts? How will children be protected? Id this route needed? Who are the proposed riders on the buses? How will this calm the traffic? What is the price to ride the bus?
- 16) Area: Area 2 East of Mill and West of McClintock
Favor: No
Days: Not in favor
Hours: 6am - 9AM and 4PM - 7PM
Frequency: Not in favor
Concerns: I clicked "no" under in favor of expansion. I am "in favor of it if..." the city planners do not use that field to say a certain percentage of people are in favor of it period. Most of my neighbors like the idea if there are certain precautions put into place. As of today, 1/03/07 college avenue is not such a safe bike route. the traffic zooming down has increased to the point where I feel unsafe riding my bike. I ride my bike to work every work day, my son rides his bike to school. significant traffic calming needs to be in

place before these busses are allowed to run. What about people parking in our neighborhood to take the bus to downtown and ASU. This is my other major concern. My last comment is that an 18 -20 person bus is a large vehicle. Please avoid trying to spin this. It is a small bus. the term circulator bus would be okay. getting buy-in is easier if you don't try to spin it.

Comments: I am in favor of public transportation and in general favor this project. I fear the city will do what they want and not really take the concerns of the neighbors into consideration. That makes me really sad. the stated begin date for this bus route is summer 2007. I don't see how street calming can be put into place or some sort of controls on parking be put into place before then. Again, I feel very sad that the city hasn't considered basic safety issues before moving ahead.

17) I have approx 1,800 people that I'd like you to talk to. AK

18) I just wanted to express my appreciation for the meeting you held this last Wednesday. Your meeting addressed some of the concerns we had. It was mentioned at the meeting that these concerns were from the neighbors on Geneva Street. Our whole neighborhood is concerned about our surrounding streets. Sheri Toomb happens to live on Geneva Street. She represents the general views of our neighborhood. We would like to make the street more bike friendly as well by perhaps adding bike ramps in which a biker can peddle his or her bike up but a car does not have access to it. The bike ramps would narrow the street - slowing the speeders down a bit. We would also like to change the bike lane signs to read Monday through Sunday instead of the current Monday through Friday. Many of us go biking with our families during the weekend and encounter cars parked there forcing us to use the street intended for cars. This puts young children at risk of being hit by cars. I do agree that there are those in favor of the plans you have. What I meant was that she represents fears many have. I should not have generalized. I am sorry. The presentation alleviated some concerns such as using smaller buses and hopefully reducing the amount of total traffic on College by people taking the bus instead. Also you are planning to calm the traffic by various means instead of just adding buses. I, for one, really liked your possible plans to narrow college by adding ramps in which bicycles can ride up but cars cannot. I don't remember what they were called but I have seen them on Fifth Street and they are wonderful!! Keep up the great work. I am now on a vacation and can respond having now more time. I would like to say that I am for the circulator as it would hopefully diminish transportation by cars and other vehicles and it would provide access to handicapped individuals who have need of it. However, just as many believed that President Bush's justification for the war was true and supported him I am a bit leery of supporting something that seems good but may have unseen problems. You may classify me as neutral. I am leaning towards a positive opinion in this matter. To be honest with you I am intrigued about the potential change it will have in our neighborhood. I hope that it will be a positive one and that if there are too many problems it can be canceled. I am definitely for traffic calming using bike ramps in which bikes can continue up and down a small ramp while cars are not able to do so, and other means of narrowing the street while beautifying it at the same time.

19) I am concerned about the parking restriction permit. You must get a majority vote in your neighborhood for these permits to be issued (just like speed humps). I have friends in the Daley Park area and one street passed and the other street didn't. So, they still have ASU students parking on their street. It didn't pass because some of the houses are ASU rentals. I did like the fact that ASU can have a bus pass anywhere (I didn't know that). You did a good job explaining the circulator process. However, I still have some concerns but I did like some of the information that you presented. Thank you for coming out and listening to our concerns. P.S. I wish that you had specific stops not just raising your hand! However, it sounds like you've tested this????

20) ITEM G. Broadway Road streetscape should include a 8'0" high wall to protect Daley Park neighborhood from Broadway. This wall have been promised by the city council for the last 25 years. It is very important to include this wall in all publications. Why did you put the circulator on College and not on Mill and Rural Roads?

21) Keep center lane (Alameda to Southern). Buses using bike lane – safety issue? Please – no speed humps. Concerns about off-street parking.

22) Seems like the main issue is to determine if the community really wants the circulator or not. You need to determine some method of accurately polling the community then publish the results and all the comments – pro & con.

23) What about more fuel efficient buses? Hybrid buses? No stranger parking on streets.

24) Is there a way we could have only the electric/alt fuels buses driving down College? Is there a way to find out from each residence if they would use this service?

25) I wonder if this will get the local people to drive less. It's time to drastically cut auto traffic. I'm getting elderly – maybe I will need public transportation soon. I like the idea of being able to access the light rail – without having to drive to it – and then pay for parking wherever. I worry about users parking on my street. Can we get "guest" passes for in front of my house? How will bike traffic be affected by the buses stopping to load/discharge passengers?

26) Most interested in how close the bus would be to my house. My house is in the corner of Rural & Broadway (west of Safeway.)

27) I wish to know if you will eventually come down Baseline between Priest & Hardy Thank you. You gave a great presentation.

28) Could a route go north on Rural or an audible signal put at Southern and Rural so a visually handicapped person could cross over to the other side of Rural. Would like to talk to someone about this.

29) Reroute to facilitate shopping. Broadway instead of Vista del Cerro to Rural. Mill instead of College of south end to reach Mill and Southern.

30) I wish that we had known beforehand that the meeting would function primarily as a workshop on street calming and improvements. Most of use were ready to discuss the circulator busses. My main concern is the quality of the neighborhood and that it be maintained.

31) Please be specific as to what input gathered here will do for our neighborhood. Will desired interest and input. Will it benefit our neighborhood.

32) I think we should focus on traffic calming first! Enhancing bike lanes by adding bike ramps to make it safer for all who use the bike and at the same time narrow the road and calm the street.

33) Please have a "cop" on College Ave more often. The cars really slowed down – City could make lots of money. I am not sure I want all those extra people wanting to get on a bus on College.

34) College would need bus stops w/ turn outs. Funds should be invested in present bus services, i.e., more buses per route. Pressure on ASU for improving parking on ASU. Traffic calming on College.

35) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: opposed to circulator on college ave as proposed; on other streets suggested hours are okay.

Frequency0: Not in favor

Comments: i am a "mixed" response, in favor of some parts of this proposal, NOT in favor of others. am opposed to any route on college avenue that allows stops anywhere and runs buses up and down college at the rate of 8 per hour, if i understand correctly. concerns: safety of children, walkers, bike riders and others with buses running up and down all day and stopping anywhere, asu student parking is a Major concern, especially around daley park-several neighborhoods have or are in process of going with

resident permit parking because of student parking-a free bus would increase student parking in neighborhoods and around daley park significantly, and the enforcement by police is minimal and sketchy; ; increase in traffic, pollution and speeding on college ave (it is 25 mph now, but no one goes 25-students and other drivers race up and down at 40 to 45 mph all the time, especially in the morn and eve.; the bus needs to be moved to mill ave where there are designated pull off bus stops. PLEASE do not run the buses on college ave, now or ever!

36) Concerns – 1) Taking up parking that is a problem right now. 2) I have 3 small kids that will be along the route 3) Less freq would be better No more than 15 min

37) Please re-route the segment currently on Alameda from Dorsey to McClintock to Dorsey all the way from Broadway to Southern, continuing around Southern, up McClintock, circle around at McClintock high school & back. NO ROUTE ON ALAMEDA. There are homes facing both sides of the street & it would be incredibly disrupting. Dorsey doesn't have that same residential presence & would be better suited to bus traffic.

38) If the ridership is not sufficient the routes should be discontinued.

39) College Ave Redesign & Traffic calming are essential to accompany any introduction of shuttle service. It should be budgeted as part of the start-up expense. 1. Make College Ave as inconvenient as possible for motor vehicles (Not speed bumps!) 2. Separate motor vehicles from bikes with grass strip. 3. Separate bikes from pedestrians with grass strip. 4. Separate Northbound vehicles from southbound with medial wall. 5. Spend a fortune on landscaping (Shade!) 6. Make it impossible for a car to pass a stopped bus.

If we can't afford this, perhaps we can't afford the shuttle.

40) Concerned with people not living on the route going to the route & creating a bus stop at my corner. How would this be handled or deterred? What data was used to determine the routes? What additional studies will be completed prior to implementation? Is there any information available regarding the existing neighborhood circulator & property value of homes along the route? Complaints from residents along the route? Criminal damage?

41) This email is in response to the proposed neighborhood circular that will travel down College and Mill Avenues. Many members of our neighborhood anticipate that ASU students will elect to park in and around the Alameda Estate community due to its proximity to ASU and the proposed bus route. Our 68 home neighborhood association (which occupies the area south of Broadmor, north of Alameda between Mill and College) would like to take a proactive approach to this potential problem. As a member of our association's board, I researched the Residential Parking Permit Program (RPP) for our next meeting and was surprised to see that this program is only reactive in nature, that is, the problem must exist before a community can approach the city to initiate the program. Is this correct? If so, is there a more proactive solution to this potential problem? Clearly, the city should be actively exploring this issue--perhaps revising the RPP program to permit a more active approach to anticipated problems--given the potential impact to the communities south of Broadway (the communities north of Broadway on College have already successfully addressed this issue). I would also like to see the city's plans for addressing non-resident parking on Broadmor and Palmcroft given that these two neighborhood streets will likely be used as the primary parking spots for ASU students using the neighborhood circular to commute to campus. I'm particularly worried about local school children biking to and from Broadmor and McKemy on these two streets, which will likely be congested with parked cars. As always, I appreciate your time.

42) Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: Unsure
Days0: 7 days a week
Hours0: 7am-11pm
Frequency0: Every 15 minutes

Comments: The smaller the bus/van, the better, due to engine noise and to preserve the "neighborhood feeling" of College Ave. I am not sure about the "pick you up anywhere" idea and the dangers that would present to bikers. I like the idea of the circulator going to popular and well-used neighborhood services and locations (i.e. it's not just for ASU students). Destinations I would use it for are: Downtown, Town Lake, Safeway (Rural/Broadway), Broadmor Elementary School, light rail station, post office on Southern..Please add to my previous comment submission: I would also love to use it to get to the PHX Zoo. Thanks.

AREA 2 – COLLEGE/DORSEY: NOT IN FAVOR/NEGATIVE

1) & 171) We were sorry to miss the community meeting at Broadmor last night due to other plans. But we are very interested in keeping abreast with what the City is planning in this regard, especially as it relates to any route proposed for College Ave., between Southern and Alameda. Though we applaud Tempe's progressive public transportation system, we strongly oppose any type of bus route to go through our neighborhood. Though this part of College is inappropriately wide - (and we've talked to the City for years about traffic calming measures that need to go in because of high traffic and speeding problems) - it is a residential street with homes that are within feet of College Ave. Another concern is who would most likely use this service, especially after football games, and other student events in the area. We are a quiet family neighborhood, trying to keep the student rentals at bay. We would be concerned as to who would be dropped off in our neighborhood at all times of night with childrens' bedroom windows within feet of the street.

A bus route down our street would be a disregard of the concerns of the homeowners who live along College, who have already taken their time to voice their desire for traffic calming measures through meetings with Larry Shobe and his office; and through surveys and letters to your office back in 1999 when the route was proposed at that time. I hope you had a profitable meeting last night and we look forward to hearing what the City's plans are and also any updates on the traffic calming measures once proposed for this part of College. We thank you for ensuring that we're all part of the dialogue. I would like to suggest that you give strong consideration to the opinions of those homeowners, like us, who live right on College - as the Brentwood Cavalier Neighborhood is one of the largest neighborhoods in Tempe and our interests are diverse. Thank you and we look forward to hearing from you.

2) We are concerned about traffic calming on College Ave between Alameda and Geneva and have expressed our concerns to the city many times since 1999 when the bus route was first proposed. In 2002, a traffic calming subcommittee of the Brentwood Cavalier Neighborhood Association met with Larry Shobe and his staff to discuss our concerns. We were told that funds would be applied for traffic calming measures but we are wondering when and how? We have expressed time and again we do not want "paint" to be the solution. College does not need to be a parking lot for ASU. That does not serve the residents of the neighborhood. It is not a rental neighborhood with student housing. It is primarily established families. Our question is this: how does this proposed bus route fit into larger traffic calming plan for our street? What is that traffic calming plan? How can we be assured that the city remains committed to this plan? How will the city be sensitive to the homes that are directly on College? We look forward to hearing some answers to these questions and to be involved in the process, to create a win/win for our neighborhood and the city's traffic concerns. Thank you. From same household as above:

3) Area 2 (east of Mill and west of McClintock)
favor: No

Comments: There is not a need for constant buses polluting our residential neighborhoods with noises and fumes while our children walk to school or play outside. This is further a safety issue because as our children walk to school or play outside many strangers will be infiltrating our streets waiting for buses, or being dropped off and it will be less safe for our children to be outside. College Ave. is made for walking or biking and if someone is in need of a bus they can walk the few extra feet to Rural Rd. Strangers will be hanging out on our sidewalks(made for walking on) while they wait for the bus, crowding our sidewalks ,littering, etc. There is no place for people to wait for a bus since our houses come up to the streets not buildings and we don't need bus stops blocking up our sidewalks. Bad Idea!!!!

4) Area: Area 2 East of Mill and West of McClintock

Favor: No

Days: Not in favor

Hours: not at all

Frequency: Not in favor

Concerns: The existing service along the Neighborhood FLASH route is insufficient as it is. There should be service every 10 minutes along that route, because if a bus goes by full, the wait now can exceed 30 minutes, which is unacceptable.

Comments: Fix what you already have before adding more routes.

5) I am writing regarding tonight's meeting about the proposed bus route on College Avenue. I ask that this statement be read into the record, since it is unlikely I will be able to attend the meeting do to family obligations. This is a street that includes

- a city park and playground
- a pre-school
- a grade school
- a middle school
- three churches
- high usage bike lanes
- high pedestrian traffic consisting predominantly of children walking to and from school
- A totally residential street with no commercial usage.
- a single traffic lane
- no space for bus stops.

- paralleled by Mill and Rural which are existing bus routes and share little or none of the above characteristics. College Avenue is unique, A relatively quiet, low traffic street.

People choose to live here specifically for this reason and the safety it affords their children. A wonderful neighborhood where children can walk or ride bikes in reasonable safety. I would like to know how you rationalize the proposed use of College Avenue as a bus route within the context of the above characteristics of this community. If nothing else, I would think that the potential liability to the city of Tempe would be sufficient to cause you to abandon this proposal. It would only be a matter of time before a

child suffers an injury associated with this plan. I would not want

to be the attorney defending the City of Tempe in such a liability case. And I would not be a city official responsible for exposing children to the potential dangers and the city to such liability. The residence of this area will be highly vocal and visible in defending our neighborhood from this incredibly short-sighted proposal. I look forward to hearing these issues addressed.

6) I was unable to attend the meeting at Broadmor. I am not confident that the idea of circulator buses will be successful at a reasonable cost. On special occasions they would be practical, but not on an everyday basis. It seems to me it would be exorbitant in cost, but I am sure you have that calculated out and perhaps have enough money to fund it. I believe spending money for education is more valuable in the long run. In regard to "calming traffic" on College Avenue, I feel that is catering to a few at a great expense. Can't you put up a sign for much less money saying "local traffic only?" After enforcing it in the beginning a few times, and educating those leaving ASU after work, traffic will be under control with lots less cost and inconvenience to those who live on that street and that area. Speed bumps, etc. punish people who live on that street because they have to go over them everyday. No one will want to buy a house where they have to go over speed bumps, so house evaluations will go down. I vote for no circulator buses and no "calming traffic."

7) &172) Laura and I want to express our concerns about a proposed bus route down College to connect to the light rail. I attended a meeting several years ago regarding traffic calming on College. As you are probably aware, College Ave has deviated from the original design presented at that meeting of a "collector" street for local residential traffic. It has become a convenient cut-through for ASU traffic with all the problems associated with rush hour traffic, college age drivers, and those who attempt to pass slower moving traffic by crossing into the suicide lane. Traveling north, College narrows at Alameda and

presents a precarious situation for bike riders as they are funneled into a small space to accommodate single lane two-way traffic. On the other hand, traveling south at the same intersection, going from narrow to wide, it gives drivers the sense that they have left a school zone and now can speed up on a larger highway. The sad fact is that nothing has been done to address the traffic problems on College. That said, the idea of introducing through-fare bus traffic seems irresponsible. In particular, the problems that Laura and I see added to College are:

- Buses traveling down a heavily congested school zone with Kindergarten through Middle School age children crossing the street as they head to and from school.
- Buses competing with ASU traffic that includes college age drivers.
- Parking – where are the bus riders to park? As we understand it, no parking has been identified. Will the overflow go onto the local residential streets?
- Deviation from the original design of a “collector” street for local residential traffic. College has already become a through-fare for ASU staff and students making it increasingly unsafe for bike riders and school children; while the city has not stepped in to provide traffic calming, this new step is a 180 degree turn from the original design.
- Conflict between buses and bike riders – busses crossing bike lanes for bus stops.
- How will bus stops be implemented? With the current street configuration, this would cause hold up in the traffic tempting drivers to pass a bus using the suicide lane. I have witnessed this many times on Hardy between Southern and Baseline.

Laura and I have a son that attends Broadmor Elementary School and in the next few year will attend McKemy. Laura rides her bike to work every day using College. Our concerns are genuine safety issues for our family. We do not support the concept of a bus route on College. Bus traffic is better suited to Rural or Mill.

8) No neighborhood circulator.

9) Circulator buses just bring more traffic, not less!! This is not a calming traffic measure but part of the city light rail project and has nothing to do with helping our neighborhood.

10) I am concerned about the number of buses proposed by the circulator route. Also, who are the riders? Where will all the stops be? What about ASU students who park in the neighborhood and take the bus to ASU? The cost to the neighborhood is not with the benefit, I am against the circulator.

11) Circulator bus concern: too many buses will not calm traffic. Students using streets as park and ride. Waste of money, people don't use the bus system now. No stop suggested.

12) Faulty assumption: that people who live in the neighborhood will use the circulator route. Only ASU students or an individual who has a light rail destination may use it. It doesn't stop at any other practical location. And why would elementary students get on it? Will they stop in the bike lane?

13) Are these handicap accessible? If so, that time for loading and unloading will really clog up traffic. I think this will cause many problems with schools and we have two with young kids strait down the street. How young of kids will be picked up?

14) Buses on College will back up traffic when they stop if there are no pull-outs. This would be a disaster on the section of College between Apache and Alameda. These comments relate to the circulator: If we have room for on street parking, why room for bus stop pullout?

15) No neighborhood circulator into College Ave south of Broadway... decrease not increase traffic between Broadway and Southern.

16) No buses.

17) A free ride will bring the wrong kind of people into our neighborhood, and take (or provide a way) for the kids to leave it, How will we stop that?

18) I am worried. You are saying that the transportation will help children get around. Since this goes by two schools, I am worried that kids will be going to places that they should not. They could leave school, or not even go much easier. How will this be organized with the amount of children affected.

19) Not in favor of the circulator route down College. I am not sure how adding a bus every 15 minutes, 7 days a week will calm traffic. Bus stopping on College will increase the madness.

20) Please don't put any more buses on College. It's already too crowded. It's too dangerous for everybody – walkers, students, bicyclists, buses – All. It's too dangerous now. More buses will only make it worse.

21) Dislike circulator route on Hermosa Dr. (narrow resident street).

22) Do not want circulator route. Do not want people parking in my neighborhood to catch a free bus.

23) I am concerned the buses will increase congestion, tie up traffic with stopping to pick up passengers or drop them off during peak times, concern for students and biker safety, loading and unloading bike and wheelchairs from/to bus will increase congestion at peak times. Parking for people picking it up at various points - problem in area. What type of people will it attract – homeless/riff raff into our neighborhood?

24) We are already having problems with riff-raff in the area (bugging us, ringing door bells, asking to come in and will not leave) I am worried that free transportation will attract the wrong people to the area. Will these "people movers" decide who to pick up and who to not?

25) I am not in favor of the buses running up and down college for several reasons.

The benefit of living close to schools is that we can walk or ride bikes to and from school, why put our children in danger of getting hit by a car or a bus. Why make our neighborhood streets a park and ride for college students. With the free passes that will be handed out to all college students whether they live in the neighborhood or not, this will just encourage anyone (not just residents) to park on our streets and get a ride on the bus. Could this cause more rentals in our area. We live close to College which makes us concerned. As of right now there are no bus stops. How is the bus going to pick up people? Where will the bus stops be placed? Won't this cause more traffic problems than we already have? Who will be riding the bus on Saturday morning at 7:00a.m.? The buses are going to be running 7 days a week from 7:00a.m to 8:00 p.m , who will be taking advantage of this service? What a waste of money to run the buses with no one on them . Our goal is to calm the traffic on College, we don't know how much of the traffic problem is caused by people cutting on to College to get to other streets. Don't you think there needs to be some research done before this plan goes forward? Yes, it could be a good idea but let's make all the neighbors aware of what is really going to take place and call a bus a bus and not confuse people with calling it a circulator. Finally, our neighborhoods should not be burdened by the parking problems at ASU.

26) Bravo. Well-stated. I agree with all the reasons given by Rachelle Thornhill and others as to why buses should be diverted from college. An important point to make is that the free bus service can still be available by moving it to larger streets such as Rural or Mill roads, which are designed with appropriate bus stops that will not block traffic. This will allow those to take advantage of the free service without altering the small-town feel of College.

27), 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192)
Dear Mayor Hallman and the Tempe City Council,
Thank you for your "singular focus on Tempe neighborhoods" (as described in the Mayor's recent article in the *Tempe Town News*) as your unified agenda in the next two years. As was described, reducing

traffic and working to decrease rental housing within single family neighborhoods is certainly the main challenge of most neighborhoods and we applaud the City leadership in addressing them head-on. However, we are extremely concerned about how the proposed “neighborhood circulator” program will exacerbate, rather than help solve those challenges. We are residents of Tempe who have recently learned that we are slated for a neighborhood circulator bus route. We have several concerns about this bus route that directly affect the quality of life we have always appreciated about living in Tempe. As we understand it, the neighborhood circulator that is proposed for our area is a free bus route down College every 15 minutes each way. In other words: Eight buses per hour through the neighborhood. And, for those who live off College, right past their homes. It is unclear whether there will be gathering spots (or bus stops) in our yards, or if anyone who raises their hand will get picked up. In any case, this idea of free and very frequent buses through our neighborhood streets raises a host of concerns that we believe have not yet been addressed:

Safety Concerns:

- Increase in traffic without traffic calming measures: Our section of College has been slated for traffic calming measures for years. We have just learned that the City will devote only \$3 million to College from Apache to the I-60 and construction will not begin until 2008 in the earliest. Yet the bus routes will potentially start in 2007 without any traffic calming measures, thereby increasing traffic, noise and pollution while posing real safety concerns for school children, pedestrians, bikers, and other cars.
- Potential for accidents: Already speeding cut-through traffic will pass into the bike lanes or turn lanes to pass a car going the speed limit. What will the affect be of adding 8 buses an hour, stopping randomly? Will they just swoop into the heavily trafficked bike lanes to pick up people? This poses a visibility and safety issue for other cars, bikers, children, and pedestrians.
- Safety of our children: What would the criteria be for picking up passengers? Our street is filled with school children from Broadmor and McKemy two times a day. Will they be picked up if they raise their hand, perhaps without their parents knowledge? This has not been explained to us at any of the very poorly attended “public meetings.”
- Safety of our streets: Currently, our neighborhood benefits from a sense of well-being and safety that we have worked diligently to cultivate. The type of bus service proposed will threaten this atmosphere by providing incentive for people to park and ride from our neighborhood. How safe will we feel sending our children outdoors to play knowing that there is an increased potential of “strangers” loitering around?

Quality of Life:

- Parking: We believe a free bus route, stopping at random down our neighborhood street, will encourage non-residents to come into our neighborhood to park on our streets. In other words, we will become a convenient “park and ride” for ASU and light rail – whether or not there is a designated park and ride nearby.
- Rental Housing: In addition, this program will encourage MORE student and rental housing in our neighborhood and work against your goal to decrease it. Certainly this will be a great incentive for students to have free rides to ASU.
- Traffic: Homes border both sides of College. It is a neighborhood. We are concerned that homeowners along College will now deal with more noise, pollution, traffic, and non-residents who are coming into the neighborhood, loitering in our yards while they wait for a bus, etc.

Our neighborhood is just as close to Rural as it is to College and we believe that this kind of service down Rural will produce the benefits and efficiencies of public transit while keeping the bus traffic on the perimeter streets rather than in the neighborhoods. We have just learned inadvertently that the deadline for our input on this route is January 1st. Yet many residents we’ve talked to have not heard about it and are deeply concerned by how this affects their safety and quality of life. We would like the City to re-think the route and not put free and frequent bus service down neighborhood streets. – *signed by 22 people*

28) & 193) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: none

Frequency0: Not in favor

Comments: Loitering issues, jamming our residential streets with cars, safety of children bicyclists

29) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: not in favor

Frequency0: Not in favor

Comments: I believe that you can't expand to more routes before you at least make the existing routes more reliable. The current Neighborhood FLASH is unreliable and slow, and if more busses are taken away for other routes it will only get worse.

30) & 194) Leave College as is – limit buses on College.

31) Pollution is bad enough – we don't need additional bus pollution. Our neighborhood should be surveyed for usage – before you move forward. Our city services have been inconsistent because "their trucks are blocked or limited on College so they postpone services". Our senior citizens "in my neighborhood" "Del Rio and Cairo" walk in the am and early evenings for health. I don't want to inhale the pollution put out by buses, nor hear the noise. They are also afraid of cars parking on the street to ride the bus. Crime from South Phoenix is a real issue. Our students are good, but some take the bus to Tempe for crime.

32) We live in this neighborhood for 30 years – our neighbors including myself will not be riding the buses. The majority of citizens are older. We do not appreciate foreign cars parking on our street to ride the bus. Bring in strangers in our family neighborhood. Security problems with our grandchildren playing in yards.

33) I bike to and from ASU daily. My greatest concern is that buses stopping in the bike lanes will force cyclist into the street. I would wager that College has the most used bike paths in the city. The data on Flash in the northern circuit has shown bike accidents nil. The situation is different – are there even bike paths on that route? There are some many kids using the bike paths – the bus would be too dangerous! Secondly, this will open the neighborhood as a parking lot for ASU students. I don't buy the argument that free bus passes let students ride in from anywhere. The ASU parking fees are skyrocketing; the students are not going to quit driving their cars, we will be the closes free lot for them to use, and w/free shuttle service out streets will become filled with parkers. I am against the whole concept of the circulator!!

34) I have not seen a need for this bus service. I'm very concerned about outside parking i.e. maybe students (or others) parking in our neighborhoods instead of paying a parking fee at ASU. I'm concerned about pedestrians, smaller children and moms' w/children in strollers. Keep the center (turn) lane. Keep the bike lanes!

35) My concern is the safety of the young children at Broadmor with the buses going by (8 every hour).

36) My condo is directly College Avenue, which gets a large amount of pedestrian and bicycle traffic, in addition to the enormous amount of vehicle traffic. I do not support the implementation of the circulator project as it will add another vehicle passing my home an additional 128 times a day. This is crazy!! Children & adults use College to walk and bike and is it really the smartest thing to add another vehicle driving down the road 128 times a day. It's easy to implement this when you don't live right on College as I do.

37) I see no need for a circulator route along College Ave. Do not like speed bumps or 4-way stops.

38) No on bus.

39) I don't want college students parked up and down my street to take a "free" bus to avoid parking fees at ASU, 8 buses an hour 7 days a week!!? How many students actually use their free bus ticket to get to school, probably not many! So they will park on my street only 1 ½ miles to school on a free bus.

40) where will all these students park in order to catch the bus? safety for the elementary and jr high students w/the buses? a budget is allotted from who's budget and why do we need add additional neighborhood participation in funding. I do not want my taxes going up. why narrow College? What does this prove or help. why do we have public busing on Mill and Rural to take students to ASU? Why not walk or bike (aren't we promoting good health to all who live in AZ?) there must be other avenues (or ideas) to be looked at rather than this! are there any monies for the upkeep of these so called medians?

41) remove restriction of southbound cars from ASU onto College. your numbers how traffic has been stable over the last 10 years. I see no reason to change traffic flow. do not bring a circulator bus down residential streets or deep into neighborhoods. This will bring undesirable elements in to the community. do not implement traffic calming measures. We are comfortable with the amount of traffic and speed. speed humps and speed bumps are hard on older people. students parking in neighborhoods are an issue, but neighborhood permits are not the solution. These restrict legitimate visitors from parking. use two-way stop on Alameda at College.

42) I disagree with the proposed route going down College Avenue. The residential area is already heavily trafficked with pedestrians and bikes and the addition of frequent bus traffic would pose safety concerns. College Avenue is slated for traffic calming measures and I do not think that the addition of bus traffic will achieve this end. Another concern is the gathering places and the myriad of problems that these locations would generate for a residential neighborhood. I propose that the routes run along major arterial streets. This would still provide access for the residents desiring to use the service, but maintain the sanctity of the residential, single family home neighborhoods. Thank you.

43) The process looks well thought out. I don't know if I'll like the result, but the communication and the openness are pleasant. I would say that I would look negatively on the bus system. The possibility of reduced traffic seem minimal for the cost.

44) NEIGHBORHOOD CIRCULATOR – NO! We have bus stops on Rural, Southern Mill and Broadway. Bus tops are within walking distance of all but the handicapped – and there are other transportation options for them. COLLEGE AVE CALMING – **YES!** This road is dangerous for kids going/coming from school. What about New Jersey dividers to separate the sidewalk form the street? These would really calm traffic, narrow the street, and improve safety.

45) With no pull-outs for circulator traffic stops – danger to bikes, pedestrians & cars.

46) I vehemently appose this plan! I have young children that attend Broadmor elementary. This plan will "mainline" the criminal element right into our neighborhood and turn our streets into a defacto parking lot for ASU!

47) No parking on side streets. No parking on College put speed tables on College and Alameda and thru side streets. We do not need students parking on our side streets. We have too many cars parked on our streets now. Speed tables will stop speeding on College. No buses on College, they will cause accidents when they stop. They will also stop traffic. I live on a short cul-de-sac on Del Rio. We have enough cars parked on Del Rio by people that live here. At times our cul-de-sac is full of cars. They park in front of our driveways.

48) We hope it doesn't increase parking on our streets. We already have too many cars parked on the street due to renters (7 cards at one house – corner of Huntington & College). Save for underground utilities. We've had 2 cars stolen from our driveway – locked, clubbed, motion light. So we aren't anxious to have indigents from Highway 60 more than we have now. Daley park is a concern about indigents. Keep it and College Avenue as it is.

49) & 195) We are very concerned about the increase traffic on College. The “buses” will generate more traffic, not reduce it. The neighborhoods will become a park-and-ride for college students. People attending events near ASU, etc. The increase traffic will greatly affect safety on College, such as to pedestrians, bicyclists, etc. We are also concerned about cost. It seems very expensive to buy and staff enough buses for 4 an hour each direction. This money would be better spent elsewhere.

50) Maybe medians would help calm down College or chokers – no circles or median barriers – that blocks driveways for people going across to their homes. No speed humps – tables, I don’t know. The circulator is not school child and neighborhood friendly – can bring people that do not belong into our neighborhood and brings more traffic congestion which is dangerous for children on bicycles and walking going to school – it’s already dangerous enough. This idea transforms (the circulator idea), transforms our neighborhood into more like the downtown Tempe city style – hustle and bustle – busy- not a residential neighborhood.

51) good meeting. fix roads first, then consider circulators/ arrow College, increase green space, reduce speed limit, decrease the amount of traffic. still opposed to the circulators. . safety issues must be worked out . . . still prefer that the circulators use Mill or Rural. ensure safety of pedestrians. flagging down a bus at a location, turns that area into a temporary bus stop. have comments on display for all to see (eliminate names for privacy issues).

52) Circulator presentation: didn’t address safety concerns. Not the safety of the bus. Buses create a more congested thoroughfare. Other safety issues bringing people into our neighborhood that don’t belong, theft, etc. Don’t see the 5th Street and Escalante neighborhoods as similar to College.

53) No one has discussed what bicycle riders are to do when a bus stops in the bike lane. When this occurs, cars tend zoom around the buses. This is dangerous for the McKemy and Broadmor children who ride their bikes to school. Why is the circulator service going down College rather than Rural and/or Mill – where there are bus stops?

54) Garage backs into/or on to College. Right now it’s hard to navigate bike riders and cars and walkers. It will only get harder with buses. Could you also put “green arrows” at College and Southern!! Another concern is SAFETY. House broken into with people who are not part of our neighborhood.

55) Unfortunately, I was unable to attend the neighborhood meeting last Wednesday. I was hoping that you could forward me the meeting materials, presentation, etc. on the above subject. While I cannot indicate my opinion on the proposed streetscaping options being presented until such time as I have more information, I can tell you that I am adamantly opposed to the Neighborhood Circulator concept on our collector street. Peak hour congestion on surrounding arterials has already bled a considerable amount of non-local pass through traffic onto College Avenue. Additionally, I am doubtful there is ample LOCALLY GENERATED demand along College Avenue for such a routing, bringing a number of nuisance externalities to our community. By all means encourage pedestrian and bicycle traffic on College Avenue, but transit options should remain on arterials where infrastructure features like bus bays, setbacks and signalization can accommodate it. Please keep me apprised of additional opportunities to comment and become involved, as well as committee and council dates on this issue.

56) Comments: Don't expand the Neighborhood Flash. I use to use it but all it picks up are bums and drunks. I don't want these people in my neighborhood. Let them pay for bus service. I would.

57) Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: none
Frequency0: Not in favor
Comments: Schools, churches, bicycle lanes, single lane preclude College Ave as a viable bus route

58) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Every 10 minutes

Comments: My Alameda Estates (Alameda and College) is already drowning in school busses that run right through our streets morning and evening. this is highly disruptive, smelly with diesel fumes, and dangerous to our children. I oppose any more buses destroying our neighborhood.

59) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: None at all.

Frequency0: Not in favor

Comments: The Mayor talked about moving students out of tempe neighborhoods to keep them family focused. This Circulator makes it more attractive for students to move into neighborhoods

60) Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: I am not in favor of the circulator routes are they are currently proposed. I don't feel that some of the concerns have been addressed. You don't say how many buses would constitute "frequent" runs, but I've heard that means 8 busses an hour. That is too many for our small neighborhood street (Malibu). We have had an ongoing problem with transients in our neighborhood and in our park. The police have said the best defense is to use the parks. The neighborhood has been doing that and that brings more families, bikes, small children right along the proposed route. I am concerned about the safety of bikers and small children with all that bus traffic. I am also concerned that it will bring more transients into the neighborhoods to take advantage of free transportation. Eight busses an hour would create a lot of noise. And I agree that it would encourage students to move into family neighborhoods, or park and ride in these neighborhoods from further out. You need to address these concerns and revamp.

61) perception: I believe it is busy with cars and bicycles and students walking to have buses running through

Use: All of the above

Favor: No

Concerns: Where will the students park? How much it cost the tax payers?

ProblemAreas: death of children with more traffic, not enough room for busses, cars, students, bicycles, and people walking

Comments: why reinvent the wheel? we have public busses and if a student has to walk are we not promoting exercise?

62. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0 - would be in favor of this if you didn't run it on neighborhood streets

Frequency0: Not in favor

Comments: Keep Tempe's neighborhoods quiet and a place of solace. Put public transit on arterial streets not neighborhood streets!

63. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: None

Frequency0: Not in favor

Comments: I oppose this proposed expansion primarily due to the fact that it encourages more rentals in our neighborhoods due to the free service to ASU, as well as the potential for turning our neighborhood streets into parking lots (again, primarily for ASU students, and possibly for the future Light Rail service). I probably could support a solution that moved the routes to main arterial streets (instead of neighborhood streets), with a possible eye towards parking solutions as well.

64. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: none

Frequency0: Not in favor

Comments: This is a residential neighborhood where children, families and individuals walk and bike to and from school for exercise. We do not want to bring in outside elements to our quiet , neighborhood that this circulator line would bring in.

65. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0 hours

Frequency0: Not in favor

Comments: I can't believe you are even thinking about putting more traffic on our street (E. Laguna Dr.) As it is we need speed bumps for all the drivers taking a short from McClintock to Southern to avoid the light at that intersection. This would add more traffic and encourage more rentals on our street. We are already have more rentals than homeowners as it is. If you think this will contribute to less cars you are mistaken. Students are not going to give up their vehicles to ride a bus. Get real ! If people can't walk to a intersection to catch shuttle what makes you think they are going to use the transit. Our street already has cars parked all over it because of rentals with 6 people in it with their 6 cars. KEEP THE SHUTTLES ON THE MAIN STREETS NOT IN OUR NEIGHBORHOOD!

66. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: 7 days a week

Hours0: 0

Frequency0: Every 10 minutes

Comments: Since the bus will be stopping at most schools and ASU, it will just be more traffic in our neighborhood. I would not want to do anything that would bring more rental housing to students in our neighborhood.

67. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: Not in favor

Frequency0: Not in favor

Comments: I do not believe that people in our neighborhood will use the circulators. We fear that people, especially students, may park on our street and ride the free bus to ASU. This will also encourage more rentals in our neighborhood by students. There are safety issues with increased traffic on College where many elementary students walk to school, and where there is a well-used bike lane. I'm sure there are areas in which the buses would be welcome, but I have not spoken to anyone in my neighborhood who is in favor. This is a large expense to make when the ridership will be minimal. Please delete the College Ave. route (between the U.S. 60 and Apache Blvd.) for the circulator buses.

68. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor
Hours0: Not in favor as routes proposed
Frequency0: Every 20 minutes
Comments: Shuttles should remain on collector streets and out of residential streets.

69. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: do not run
Frequency0: Not in favor
Comments: I do not think that driving down Hermosa Dr. every 15 min. is a very good idea. There are many school children walking this street during the day and having a bus going in both directions every 15 minutes will cause a major traffic jam. Maybe a wider street could be used. or just go up and down College and connect with Southern to go to Rural. As proposed I am against the shuttle.

70. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: 7 days a week
Hours0: 0
Frequency0: Not in favor
Comments: I live on Laguna and the traffic is high already. We have drivers exiting on Oak to Laguna to bypass the lights at Butte & Southern and McClintock & Southern. We really need speed bumps not more traffic.

71. I am concerned about the circulator. I am appalled that the Mayor and City Council would consider this when there are elementary schools and middle schools along route. 128 buses a day to accommodate ASU. I and all my neighbors will fight. There are fatalities on the road. This is completely unacceptable. This is making the city work for ASU.

72. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: Not in favor
Frequency0: Not in favor
Comments: Not in favor. I bike to ASU to work. This will undermine the bike path and create local pollution and a dangerous environment for children and anyone walking up College. This is bad for the neighborhood. Endeavors to calm the traffic will not help the air. As stated previously - you will be shoving buses into the only truly bike friendly path in all of Tempe (and shoving the bikes out). College will become another Mill Avenue. Run the buses up Mill or Rural.

73. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: none
Frequency0: Not in favor
Comments: Mistake for College and bad for the neighborhood. Lots of bus fumes for children (is anyone thinking about them?) and anyone biking or walking to inhale. You can't do anything to solve that problem. Increased traffic creates a dangerous situation for children and all pedestrians and you will be shoving buses into the only truly bike friendly path in all of Tempe (and shoving the bikes out). The quality of living in this perfect, quiet, neighborhood will decrease and property values will drop. This will encourage more rental properties, more parking in the neighborhood and we will be inhaling bus fumes when we work in our yards or try to walk anywhere around here. Bikes, buses and pedestrians don't mix. We have a beautiful residential neighborhood with schools right on College and one of the most traveled bike paths around. It is unique and is working for us. Why ruin it? Anyone that questions this should watch the interaction between buses, students on foot and bikes at the ASU campus. Don't let this

74. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: NONE
Frequency0: Not in favor
Comments: It is a terrible idea and my family storngly opposes the expansion. It is dangerous and unnecesary. We live on Malibu, Southern is only one block away, the bus need to stay on Southern and other main roads. They have no business on side streets.

75. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: 0
Frequency0: Not in favor
Comments: a school is at the end of our street we already have a lot of traffic on our street

76. It was obvious to me during this meeting that there were 2/3 rds opposed to approx. 1/3 rds for the circulator at least in our area. I think the planners are ignoring this. I think this circulator is a negative impact on our neighborhood, a danger for our children, and not the solution to calm College etc. For large downtown events – this circulator would not handle many to and from this event. On past experience, large buses did not fill that need. I waited for hours to get a ride back – Many just walked. Leaving College just the way it is is better than a circulator. We chose to stay in this neighborhood because it is presently a residential area. Bringing a regular bus route in makes it commercial. It would be taking away the neighborhood. I think all this has a more hidden purpose.

77. I suggest that the circulator bus be circulated by a parking lot. Parking lots should be offered. TCC at Southern has a lot of parking, These spaces are never used, I would be a fan of this program if there were parking lots made available. I oppose it with out parking lots. I will do what I can to stop it.

78. I am concerned that my quiet residential neighborhood will become a parking lot for ASU. Also, the bus will disturb my sleep, as my backyard faces College.

79. I am absolutely against any additional bus traffic!

80. I am not too interested in the circulator buses. I would be interested in methods to slow traffic. I am concerned about children safety and safety of bike riders.

81. Terrible idea
3 schools
3 churches
High pedestrian traffic
High bicycle traffic
Loss of ASU parking = ASU parking on ST.

82. & 196) Not in Favor. Buses, pedestrian and bikes don't mix. We need calming solutions without buses. College is the only effective bike path in all of Tempe – why get rid of it? We have 2 schools on College. Small bus will spew fumes polluting our neighborhood, polluting the air that children breathe. Alternate route eliminating College below but not above Alamed is absurd. College narrows by the 2 schools. The nature of our neighborhood is designed by families, children and bike riders. NOT Buses.

83. Please do not run a bus (route) on College Ave. South from Apache to Southern. 1. More ASU Students parking in our neighborhoods. 2. It will add to congestion not reduse it. 3. It will be dangerous for pedestrians and cyclists. Two elementary schools on College Principal bike lane (most used) in the state.

4. Transients will be riding the bus into our neighborhood. “undiserabeles” 5. Please do not run a bus on College Ave.

84. Concern for the safe travel of children to Broadmor & McKemy with all those buses. Buses on College would ruin the bike path which carries many students & workers going to the schools. Broadmor, McKemy, Tempe Hi and ASO.

85. Please make not mistake about my comments: I DO NOT WANT this bus on my street! Why do we add 8 buses / love to calm the traffic? I know we are talking about buses but sounds like we are being railroaded. Group vote 13 not in favor – 9 in favor.

86. No College from Alameda to Southern

87. I am 100% opposed to running the buses along College Ave for many reasons that I would be pleased to discuss with the proposal planners.

88. I oppose the route going through the Southern, US60, Rural, College Neighborhood. Instead of going North on McAllister from Hermosa, turn east on Southern from College and on the return trip go west on Southern, South on Rural, West on Hermosa to College, North on College.

89. Before College Ave can be involved in the route, traffic calming and safety measures for bicycles and pedestrians must be put in place first. Also need to implement a solution that riders are from the neighborhood. We don't want our neighborhood to become a park-n-ride. Perhaps the buses can require a pass that only residents have.

90. Please consider the undesirable traffic that will migrate into our neighborhood side streets trying to take advantage of a no cost alternative to ASU parking. Please consider the safety of our children who travel to the 8 schools within the proposed route. Please consider alternate to College (Mill or Rural) because those streets are already set up for mass transit. My vote is NO! And no route between Alameda & Southern on College.

91. Not in favor of this route.

92. Not in favor of this route.

93. I am a homeowner along the proposed route & I am against this. I have small children who play outside & who have bedroom windows yards from College. I will not feel they are safe as long as anyone can get off & on at random. College has traffic issues & adding buses to the chaotic mix before calming is insane. The City is taking on such a liability I am NOT in favor of permits as an option – what an inconvenience for families!! As long as the route connects to ASU & light rail it is not a neighborhood circulator = it is public transit. Tempe should protect & value their neighborhoods – solace, quiet & safety Not run public transit through it.

94. College Ave. is a bad idea for the circulator. There are two elementary schools, why add a bus every 15 minutes in both direction. College Avenue has the most pedestrian and bike traffic in the state. It's a neighborhood, why change it and add a bus all day long to deter from the neighborhood environment. Group voted 13 against 8 for.

95. I oppose the buses going from Broadway to Southern along College. Traffic calming should happen FIRST. Buses should not pull over into bike lanes. Mill and Rural are better routes that are already designed for bus traffic. Student parking on local streets does not have a viable solution that was presented.

96. I am opposed to any bus service on College. I also am very concerned about the methodology of the survey. You will not know for sure how representative a sample you have for the opposition on College Ave if not all addresses are known.

97. I am very concerned about the safety and security of the children on the bus route, including danger from strangers in the neighborhood, as well as pedestrians and cyclists. There are too many children traveling on College Ave between Southern and Broadway to start a bus route there.

98. 1. I think that your presentations are poorly formatted ... A disservice to the neighborhood, and to the neighborhood input process. 2. Get rid of Angela. 3. I oppose N. C. 4. Greg relayed contradicting info about the April survey.

99. & 197) We are against the bus route on College for the following reasons: Increased parking in our neighborhood (outsiders). Safety concerns with combination of bikes, pedestrians, and buses. Bus stop issues. An alternative would be to put the bus on Mill instead of College.

100. On 5th St, 13th St, and other areas where traffic calming has already been initiated has it helped calm and reduce traffic? How much? Is it worth it? Because I don't want it if it doesn't actually help! Strongly opposed!! To circulator on College Ave.

101. I am strongly opposed to the circulator coming down College. I'm right on the corner of College & Balboa and I have 5 children who play outside on a daily basis. I would be concerned with allowing my children to play in the front yard. I don't want to live in fear in my own home!

102. & 198) We do not want the circulator bus on this street (College from Apache to US60). This is a neighborhood street full of families, children, walkers, joggers, bicyclists... not a commercial area! We do not need the noise, (added) congestion, and unwanted bus/circulator populations in our quiet family neighborhoods. Improve your dial-a-ride service for the elderly to provide door-to-shopping & needs. We moved here because of how nice it is to walk, jog, bicycle in our neighborhood with our children & see our neighbors doing likewise. It will be a tragedy to lose this scenario for our community.

103. The circulator bus should NOT be run down the residential street of College Avenue. This will increase congestion and make travel more dangerous for pedestrians and bicyclists. It will also turn the neighborhood into a parking lot for ASU. Instead, if the city insists on spending \$5 million, use the funds to improve bus service on Rural and Mill.

104. I am a homeowner along the proposed route and I am opposed to the implementation of the circulator route. Traffic calming measures should be implemented first. There are many safety and security concerns and the City has not addressed any of these concerns. This is a quiet residential neighborhood and public transit running through the middle will put that in jeopardy.

105. My concerns about the circulator route continue to include parking on our streets by ASU students. I don't believe the city of Tempe will protect our neighborhood from encroachment by ASU students. I don't think the city is interested in protecting this neighborhood. I base this on several issues – lack of enforcement of current laws along College & police response to parties in rental homes. Police acting as buddies rather than enforcing noise restrictions. ASU has already probed into the older neighborhood south of Apache East of College. The idea of parking permits is not practical. For example, if I have guests I will need multiple parking permits. How will parking be enforced? If enforcement is a problem now, how will this problem be resolved in the future? I am not in favor of the circulator.

106. I live on LaJolla Dr and I don't want those busses going down my street

107. The buses are going to run close to a school area on LaJolla. Chance for accidents. Buses should run on Southern Ave away from schools, less chance to hit children. No need to run in a neighborhood. Should be on main streets where other buses run. Buses don't run in neighborhoods. Who planned this

route. Why do we need buses anyway. P.S. Going down Southern, people can park at the Library, Pyle center area. LaJolla already has a lot of traffic AM & PM.

108. perception: I believe it is busy with cars and bicycles and students walking to have buses running through

Use: All of the above

Favor: No

Concerns: Where will the students park? How much it cost the tax payers?

ProblemAreas: death of children with more traffic, not enough room for busses,cars,students,bicycles,and people walking

Comments: why reinvent the wheel? we have public busses and if a student has to walk are we not promoting excersi

109. I do not agree with this new proposal. We have enough traffic now and lots of it is by people who cut thru to avoid the major streets – I's hard at times to back out of my drive-way. I can only see it more difficut if this should happen.

110. I live on LaJolla Dr. and I don't want those buss going down my street. This is a recidencial area we need a place to rest after work all day. A home is the best place to rest. We need peace. (Lord please don't let the bus come thru my street thank Lord.)

111. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: None

Frequency0: Not in favor

Comments: It seems to me> Most familys between Alameda and Southern on College are not in favor of the bus . If other areas wish let them have it.

112. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: Anyone from Phoenix valley can park in my neighborhood and ride this shuttle. Walking to any major bus route in my neighborhood is only a half mile. Riding a bicycle on Tempe's many bike routes is more healthy and quicker. Instead of \$5M annually for this service, give back 1% food tax to all residents. Complete all bus bays in Tempe first as intended in the initial 1996 proposal. Enhance/support existing transportation services: Dial-a -Ride, Valley Metro, etc.

113. perception: I am apposed to the college project that is currently in process

Use: All of the above

Favor: No

Concerns: Yes ! my most concern is that last nights meeting indicated that the project was already approved. Which in fact most people opposed it. Why is this?

ProblemAreas: No matter what times the bus runs, it will cause many accidents and parking will be on the streets rather than in the parking lot of the library or the empty lot next to it.

Comments: I vot e NO on the project and i wish that another meeting be held not to discuss, rather than to just plain vote

114. I am writing this as I work in my home office just 20 feet away from College Avenue. Unlike your self, I have only lived in Tempe for about a year, recently moving from Gilbert. However, I have grown to love Tempe and all it has to offer that I can no longer see myself living anywhere else. That is why I feel the need to contact you regarding the Tempe proposal for the neighborhood circulator to run down College Avenue. I have learned that College Avenue has the largest amount of pedestrian and bicycle

traffic in the state. Yet the city is proposing adding an eighteen passenger mini bus to go up and down College Avenue 128 times a day. It has been stated that this will help to decrease the pedestrian and bicycle traffic as people will hop on the "neighborhood circulator". Is this really what we want our neighborhood to turn into? Let's forget about walking your dog, or taking your children out in their stroller... Are we really looking for ways to eliminate the people who are simply out exercising and enjoying the surroundings? In just the past five minutes while composing this letter, one woman with a stroller, four walkers, three bicyclists, a school bus and several passenger vehicles have past my window. I don't believe they were all on there way someplace particular...some of them were just out getting exercise and enjoying the day. This doesn't even take into consider the elementary and middle schools on College Avenue. Children are walking to school. I have been told that these children could take the circulator and be off the street. Is the town really promoting an additional decrease in exercise for children? The rate of overweight children and adolescents has nearly tripled in the last 20 years. In the time when less than 35 percent of schools offer physical education, we think it's a good idea to stop kids from walking to school? I feel the neighborhood would be better served by moving the circulator off College Avenue to another route between Southern and Broadway, such as Mill Avenue. I have been to all of the recent town meetings and don't really believe that my voice is being heard. These meetings are set up with a "Divide and Conquer" environment to keep people opinions at bay. There are a million other reasons to reconsider the route, one of which is there is a greater percentage of residents living on College Avenue who would like to see the route moved to another street.

115. Not in favor of the circulator if it comes near an elementary or junior high school. Buses will endanger children.

116. I don't support the route because my dogs will bark at the bus when it goes by and people on the bus will look over my fence into my yard.

117. Reasons I am against the bus in my neighborhood are it would add wear and tear on the road around the area plus it would add additional traffic every 15 minutes. I am definitely against it. This should never come to pass. I am against it, against it, against it. If someone needs a ride have them call a number and go pick them up. Do not have a regular route on this street for the reasons mentioned. It's not a go go situation it's a down down situation and it should never come to do.

118. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: Not in favor; if it is pushed through anyway, it should end by 7 pm

Frequency0: Not in favor

Comments: I see no need for a circulator bus. We already have busses on Mill and Rural. But if you are going to run a circulator bus anyway, it should not run down College. Mill is already set up for busses and can handle the heavier traffic, and it would help to have more frequent bus service on Mill. College Avenue is the only good pedestrian/bike route in Tempe. Why make it more dangerous and punish bikers and pedestrians, the very people who are already doing the most to reduce pollution and congestion?

119. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0 hours

Frequency0: Not in favor

Comments: This is a terrible idea. Why break something that works really well? I use the bike lane almost every week day to bring my three year old to day care and to go to work. I could not do that anymore if there were busses on College-- just too scared. On the days when I need a bus (rain etc.), I just use the ones on Mill. Why can't the circulator be on Rural or Mill? The bike path can't be moved, but there alternatives for the circulator bus.

120. I am greatly heartened by your assurance that citizens views will be taken into account in this matter. Many of my neighbors came away from the local meeting on the matter with the opinion that the city bureaucracy had already decided the matter and that they were going to push ahead regardless of citizen opinion - that it was "a done deal."

In particular, the idea that the arrangement would be "tested" over the summer, when few of the complicating conditions cited in my letter would be present, generated considerable cynicism about the possibility of changing the minds of those who seem to think they know better than us what we need. P.S. I have taken the liberty below of adding a small phrase, marked by [], which was inadvertently omitted from my original. I am writing in opposition to the routing of the proposed "Circulator" along College between Alameda and Apache. This is a narrow two-lane road which passes Broadmor and McKemy schools. According to the drivers, the current school busses have a difficult time along this stretch of College as it is, without [this added complication]. Many residents along this stretch must back out of their driveways onto College. This part of College is the most heavily used bike path in the state. It is used not only by bikes, but also by joggers, skate boarders, and motorized wheelchairs (many of the wheelchairs cross Mill to achieve the relative safety of the College bike path.) The proposed route will not only inconvenience and endanger all these people, but will also pose a hazard to the young children attending the schools. ASU moved an on-campus "FLASH" stop off College after one of the busses killed a biker. Do you really want to learn the dangers of the proposed route the hard way?

121. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: Please provide evidence that there is a demand/need for this service.

122. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: None

Frequency0: Not in favor

Comments: Not in favor due to potential for additional parking along residential streets and increase in student housing rentals in residential neighborhoods.

123. As a long time Tempe resident I say No to the circulator bus on College ave. I walked to Rural, McKemy and Tempe High schools. Now my son rides a bike to A.S.U. This bus is a waste of time and money. The times I have needed to take a bus I walked to the bus stops.

124. This note is in reference to the "proposed" circulator bus and route. I have been to all the meetings and I am very frustrated with this entire process. I feel the audience's voice is not being heard. My family and I live on College Avenue and my wife and I plan on raising our four, soon to be five young children here. I am not going to give you all the reasons why I am against this bus going down my street because they seem to have fallen on deaf ears. The bottom line is I feel like the Tempe residents are being railroaded. Why would we add eight buses an hour, 14 hours a day, seven days a week if we really want to calm traffic? This bus route is a bad idea! Keep our pedestraings and bikers and lose the bus!

125. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: zero

Frequency0: Not in favor

Comments: There is no net benefit to the neighborhood or the city. It will increase congestion, deter bike use, raise the hazard of collisions, produce more noise, and encourage neighborhood parking for ASU students. In all, a bad idea for this proposed route.

126. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: never

Frequency0: Not in favor

Comments: This transit program is not for the greater good of Tempe, it is for the students of ASU. The benefits of this program to residents do not outweigh the drawbacks. This will increase traffic problems, parking problems and property crimes. The ability to flag these vehicles down on major road will not improved traffic in the downtown area. Traffic will come to a virtual standstill on routes already serviced by public transportation. The buses on these routes already slow the traffic flow, buses that can be flagged down anywhere and anytime will further add to the problem. ASU students looking for a free ride to the University will park in commercial parking lots or on streets to avoid having to pay for parking. The effect to the commercial parking lots near these routes is that they will become overflow lots for ASU and legitimate, sales-tax-revenue-generating, customers may shop elsewhere because parking is unavailable. The effect to the neighborhoods will be an increase in property crime in otherwise peaceful neighborhoods. Criminals will seek out cars parked along these routes as easy targets for theft. Please, do not let this happen in our neighborhoods. There are few, if any, benefits to residents and numerous drawbacks.

127. perception: I like it just the way it is.No buses required.

Use: All of the above

Favor: No

Concerns: The bus you want to put on our street.IT IS A TWO WAY STREET!We don't need it.I'm 13,and I'm worried abuot the amount of people that will take this bus.I DO NOT want to live in fear of my souroundings!Another of my concerns is that my peers will begin to misuse this system.They will use it to go about 10 feet or so.The youth of America is already lazy enough,we need the fresh air and excercise!!!This bus will Only cause problems in our comunity!As a young person,I will do everything in my power to stop this!!!!!!!!!!!!!!

ProblemAreas: There are no problems.As a person living here,I find it perfectly fit.

Comments: Do Not Put That Bus On Our Street!We have young children living here,and they love playing in their yards.Putting a bus here would endanger their safty!It may also lead to crime!

128. I am opposed to a College Ave route between Broadway and Alameda. Move it to Mill Please.

129. Not on College. Externalities: On street parking; no designated park-n-ride for student parking; neighborhood integrity. More appropriate route is Mill Avenue where the density, land use, infrastructure make more sense (and ASU students population). How can you designate a route without demand info? Of you put it in our neighborhood it better be because there is enough locally generated demand.

130. & 199) We wish to respond to your neighborhood circulator plan by bus. As residents of 653 E LaJolla for 40 years. We have enjoyed the beauty, solitude and neighborhood responsibility of family property ownership. We have watched the positive effect of traffic patterns change with responsible additions of light signals and signs on arterial streets to our LaJolla Street neighborhood. These changes have been for the better. The proposed addition of a bus route on LaJolla is not a positive change for our neighborhood for the following reasons. Property ownership from private to investment purpose will increase rentals. Rental property will increase the number of parked cars at each house. Rentals will invite transitory occupants. Rentals will invite less responsibility for property up-keep by owners. Less responsibility for property up-keep signals a decline of property value for neighboring ownership. Traffic by cars and buses disturbs the tranquility of our neighborhood. The addition of buses disturbs the quality of living on LaJolla Drive for all of the above reasons. Persons needing transportation can walk to the designated bus stop on rural and Southern. The established bus stop on Rural operates within established control of traffic on Southern and Rural. As residents and property owners of this fine neighborhood, we are adamantly opposed to this proposed city plan.

131. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No
Days0: 7 days a week
Hours0: 6 AM TO 9 PM, SIX DAYS PER WEEK
Frequency0: Every 10 minutes
Comments: Modify to run along Mill AVE. from Apache to Southern

132. & 200) We are writing you in regards to the Neighborhood Circulator route that has been proposed down College Ave. Please reconsider! There are so many reasons it is NOT right for this area: 1. Our children, and many others, walk and ride bikes to and from school straight down College. Why put our children in danger of being hit by a bus that is pulling over to pick-up or drop-off riders. Must there be a child fatality for us to consider this dangerous? 2. Our children play in the front yard of our home that sits on the corner of College and Balboa. We could no longer feel safe knowing that "strangers" could be dropped off at our corner at any time. And with two schools just down the street this is the exact place child predators will target.

3. ASU's increasing parking problem will become our parking problem when word gets out that you can catch a "FREE" ride to ASU. We are just South of two churches that undoubtedly will become "PARK N RIDES" to ASU and the Lightrail. 4. It won't be cutting down on traffic. It will be adding all new traffic coming into the neighborhood to catch their "FREE" ride to Downtown and ASU. Not to mention a bus every 15 min. 5. It would be encouraging more students to move into the neighborhood that is already highly populated with students and discouraging nice families from buying in the area. It puts the value of our house at risk, also. 6. The loitering and trash that will accumulate on our corner while people wait for a bus. 7. The temptation for children to hop on a bus and take the day off of school.

These are real issues. This, and who knows what more, WILL happen. In a society where we are seeing an increase in obesity and laziness shouldn't we be encouraging people to ride bikes or walk more, instead of offering them a FREE ride everywhere they want to go! Please leave us our peaceful neighborhood and our peace of mind. It is so hard to find these days. Thank you for your consideration.

133. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No
Days0: Not in favor
Hours0: zero on College
Frequency0: Every 10 minutes
Comments: I don't think the circulator should run along College Avenue...currently it is set to run along Mill Ave. South of Alameda on College, which happens to be the widest section. I think due to the neighborhood atmosphere, pedestrians, bikes, schools and children...the circulator should be running along Mill Ave instead of College!

134. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No
Days0: Not in favor
Hours0: None
Frequency0: Not in favor
Comments: Are we talking about a bus or a railroad...because it sure sounds like we are being railroaded. I am not in favor. Why put a bus down the street that has the most bike and pedestrian traffic in the State? Push the bus to Mill. Not down my street. The precedent was set when the route south of Alameda was pushed to Mill. Push the entire route to Mill...especially because it is much more narrow north of Alameda. People that live on College should have the weighted votes. I was at the last meeting and it was about 2-1 vote Not in Favor of this bus. I am reading the propaganda on this site and I feel the "FIX" is in.

135. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No
Days0: Not in favor
Hours0: none
Frequency0: Not in favor

Comments: It would be a bad idea to run a bus route from Southern to Arizona State University on College Avenue. I have used College Ave. as my main bike route to ASU for four years. It is a great street for bike travel because the traffic is limited and the air is easier to breathe; we usually do not have bigger vehicles on the road and it is only a two lane road. College Ave. is already heavily trafficked by bikers like me who need their bikes to get to school and to use on campus. There are also two schools on College which bring in a lot of traffic from children on bikes, school buses, and parents picking up their children: it is nearly impossible to go between Broadway and Alameda when school gets out and adding a 15 min. city bus route to this would be utter madness.

136. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: not in favor
Frequency0: Not in favor
Comments: Adding extra buses in school zones and heavily used bike paths is asking for tragedy

137. Area: Area 2 east of Mill and west of McClintock between Apache and US 60
Favor: No
Days0: Not in favor
Hours0: none
Frequency0: Not in favor
Comments: This will serve the needs of others at the expense of the neighborhood children and residents

138. Let me begin by saying that I have been a resident of Tempe for 30 years. I applaud the valley's efforts in public transportation, I'm thrilled by the light rail, I have used the express bus service to downtown Phoenix, and I've used the local bus system including getting to and from SkyHarbor. In fact, as my home borders on Alameda, there is an express bus stop virtually right in my backyard. I don't mind it. Because I think that it is an excellent service which has a vital purpose. However I am totally opposed to the Neighborhood Circulator Route as currently mapped out. The leg of the circuit running down College is totally unacceptable. First: What clientele is this supposed to service? I used to, curiously, live on LaJolla behind the Tempe Library. My daughter who went to McKemy had school bus service as do residents living on College further in toward campus. So it wouldn't be a service to them. There are currently bus lines that run down Mill and Rural. All university students, faculty, and staff have free passes for those buses. Most of us who live close to and work at ASU ride our bikes and walk. I don't see who, in our area, is going to benefit and use this service. We have other good options already. Second: The leg that runs down College from Alameda to Broadway is a narrow, two-lane stretch and one which has two schools. Adding buses which can pull over at any moment is very dangerous. That area is extremely populated and active with children who are often in the street, riding their bikes in a group, pushing each other, playing in general. This is not an area to add even greater congestion. Third: I know: The theory is that buses will reduce the congestion, but let's be honest. Without room to go around the buses, traffic will back up behind them and result in an even denser pack of vehicles. And the reality is that some cars will go around the buses creating a plain dangerous situation. I know: You can put police out there. Like they are now. Occasionally. I've honestly tried to look at both sides of the situation but I've come to the conclusion that running the line down the leg of College between Alameda and Broadway is both unnecessary and, more important, dangerous. Please reconsider your plan to run buses down this path. Thanks for taking the time to read this. Good luck.

139. I received a flyer today voicing concerns about the free bus system proposed for the neighborhood South of Broadway between Rural and Mill Avenues. I agree with some of the concerns mentioned including - Our residential area might become an ASU parking lot. College Avenue is very heavy with bike traffic (both child and adult) which is not a good fit with heavy bus traffic. While encouraging mass transit is a laudable goal, our relatively quiet streets are already experiencing drive through traffic of cars avoiding busy intersections and would suffer from the additional burden of bus traffic. I am pleased to live

in the City of Tempe and commend the Mayor and City Council for their efforts in guiding the growth of our fine city.

140. Keep College safe. Don't do this. Street is too small for a bus route.

141. I often use College. No buses on College. It's simply too busy with students and very dangerous.

142. College is too narrow to support bus service. It would create harardous conditions.

143. No buses on College in this new route.

144. The plan for buses is horrible. I really oppose it. Problem for buses, kids, bicycles, I will hold you people legally responsible of anything happens to my child.

145. I live off of College. I'm concerned about the proposed bus schedule. 128 buses a day. I do not want them on it. Bicycles, pedestrians, children is a safety factor and ridiculous to take out bike lanes. I'm not happy turning my street into a parking lot. Gross mistake.

146. perception: Its a nice Quiet street.

Use: All of the above

Favor: No

Concerns: There is no need for circulator buses. The buses will turn our streets off College into offsite parking for ASU. Its a WASTE OF OUR MONEY!!!!. You are trying to fix something that is not broken.

ProblemAreas: There are none! Leave well enough alone!

Comments: We already have empty buses running all over the city. The answer IS NOT more empty buses running through our neighborhoods.

147. I live near College and Southern and I am strongly against buses on College. Street is not built for buses. Plus there are 2 elementary schools.

148. & 149. We do not want buses on College. No vote.

150. I live near the schools on College. College is so congested and narrow. Students utilize College I am against the bus line.

151. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Not in favor

Comments: We have too much traffic; adding bigger vehicles to College will only increase our problem, and make it even more dangerous for pedestrians and bicyclists. We'd like our children to be safe on College, not having to ride their bikes around big city buses. You should be encouraging College to be used as a bike and pedestrian friendly place, not another thoroughfare for big vehicles. Adding to the density with these buses rather than encouraging a bike and pedestrian friendly walkway only further erodes the fabric of our community and neighborhood. We want it better and safer for bikers and pedestrians, not more crowded with your big buses. I don't believe these buses are for us, neighbors at all, but rather they are to serve the ASU population. I object to my neighborhood being turned into a doormat for ASU's needs and purposes.

152. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: none

Frequency0: Not in favor

Comments: I cycle to work on College from my home every week day and bike with my kids on the proposed circulator route during weekends. I find the explanations above (to how the circulator will not impede bike traffic) completely inadequate. The bus will stop and impede the passage of bikes. We will breathe the diesel (or gasoline) fumes. Even if the bus drivers are careful about bikes, cars trying to pass them, drivers whose vision are blocked by buses, will present a danger to bikes. There is little or no enforcement of parking violations in Tempe and nor do we want to pay extra taxes to maintain an army of enforcement officers instead of NOT encouraging parking in residential areas in the first place. Buses belong to arterial roads. Just as the bus route is not going through College between Alameda and Southern, it should not go through College at all. It can run on Mill and/or Rural instead.

153. My home is located just five (5) houses east of College Avenue. I have watch some of the information which has been circulated regarding the proposal to place buses on College Avenue. THIS IS A VERY ILL ADVISED PROPOSAL. Each member of the council needs to spend a morning on this street watching the traffic of children going to two schools, bicyclists going to those schools and to ASU and the automobile traffic. College Avenue is a very narrow street. It was construct in that mnner many years ago when the city street terminated at the north edge of the ASU Farm. Now there are two school zones and crossing areas between Broadway and Alameda Drive. There may be a need for the proposed buses but College Avenue is not the place for them. Move them to Mill or Rural and allow them to travel on wider streets where there are no school zones not on College Avenue where there are two elementary school crossings, heavy adult and child bicycle traffic, school buses, wheelchairs, pedestrians and a surface railroad crossing.

Placing the buses on College Avenue is inviting accidents with people and liability for the city. I would be pleased to speak with any member of the city council about this matter.

154. & 155. Please do not approve the buses on College Avenue. Let them circulate on Mill or Rural. The bike path is used by 6 year olds!!! Children from Kindergarten through High school use that bike path at least 5 days a week. Additionally college students bike to ASU day and night. As parents of older children, I would not have wanted my child to take the bus to school. I would have rather they biked. The circulator buses will not help reduce the bicycle traffic or the pedestrian traffic. It will be unsafe to have a bus pulling off wherever and whenever with that many bicyclists and pedestrians using College Avenue everyday. This is not a good idea. Also, we don't want the students to park their cars on our streets. Keep the buses where they belong...on the major roads east and west of College Avenue. Thank you for making the best decision for our neighborhood.

156. I'm calling to express my concerns not to have a bus on College for a number of reasons. I am against this service.

157. I don't want this bus route. I think this is a really bad idea for kids and the elderly. I hope you don't do this.

158. Against neighborhood Circulator. I want Council to vote no, I do not think it will be safe. Too much traffic and parking. Bad enough with renters and students. Please vote no on the circulator.

159. I am writing to express my concerns about the proposed circulator bus route on College Ave. First, let me say that I am not opposed to the city providing circulator buses, per se. In fact, there would be situations when I would likely use the circulator buses. I live near Broadway and Mill and work at both Tempe St. Luke's Medical Office Building and ASU. Whenever possible I try to walk to work. This means that I regularly walk to and from work on both Mill Ave and College Ave. I currently feel significantly less safe walking on Mill Ave. This is not due to the increased car traffic on Mill Ave. There are adequate sidewalks and crosswalks where I need them. What makes me feel unsafe is the fact that, because they do not feel safe, bicyclists regularly ride on the sidewalk on Mill Ave rather than in the bike lane. Just today a bicyclist passed me from behind on the underpass at the train tracks on Mill Ave. As is most often my experience, the rider was not on a leisurely bike ride but was in a hurry to get home and rode by me at top speed. I was unable to hear him until he was on top of me. Just one misstep on my part and I would have been involved in a very serious accident. In contrast, I never have those fears when walking to work

on College Ave as bicyclists do not ride on the sidewalk. They use the bike paths, as they should. My concern about the circulator buses is that bicyclists, in order to feel safer, will begin to ride their bikes on the sidewalks on College Ave, thereby making my ASU commute as nerve-wracking as my Tempe St. Luke's commute, if not more so as far more cyclists travel on Mill Ave as travel on College Ave. My second concern about the circulator bus is that my neighborhood will become a parking lot for ASU students and people trying to get to downtown Tempe. There are already rental homes on my street with multiple cars parked out front. These cars often park on the sidewalk rather than in the street, causing me to have to step out into the street to pass them. They also park both with and against traffic which has caused me some consternation when I was driving home and another car starting coming at me head on in order to park on the wrong side of the street. As an adult, I am experienced enough to take safety precautions when walking where there are parked cars. However, the nine or more children under the age of 10 on my street do not have the same maturity. An increase in parked cars will put them at risk as they are more likely to dart out from between cars during play. They also will not be able to play or travel on the sidewalks if cars are parked on the sidewalk. In short, if you will reroute the circulator buses so that they travel on Mill Ave and provide some provision to protect my neighborhood from dangerous and property value lowering excessive parking, I will be more than happy to support the circulator bus proposal and will most likely use the buses occasionally. However, I cannot support the current plan. Thank you for your attention in this matter.

160. & 201) My husband and I are concerned about the proposed neighborhood bus. There is no concern about the concept of the bus, but our concern is with the proposed route along College Avenue. The main concern is between Broadway and Alameda. This part of College is narrow with much-used bike paths on either side. Students for all levels use this route to school daily. The McKemy Middle School is located on the West side and the elementary school is located on the East side of college. In addition, many Tempe High School students use this route, because it is safer then Mill Avenue to go from the south to the high school. Also, many of the thousands of Arizona State University students use College for either bikes or cars to reach the university. Thus, traffic is already very heavy. If you are planning to do a traffic study, be certain that it is done when all schools are in session, because that is when there are most likely to be problems.

A bus that is meant to stop on demand will cause many more problems, because there is no place for the cars to pass a bus and it would seem to make life more dangerous for bike riders. An alternative route that seems logical is to have these buses use Mill from Apache to US60. This will eliminate many turns for the buses, so would be more efficient for them and much safer for all the students who use College.

161. I am concerned about the buses on College. I am concerned about the safety of children who ride their bikes and parents who push strollers to Broadmor and McKemy. Buses should be on Mill and Rural. Free buses on College to satisfy ASU. ASU should find a parking lot.

162. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: 0

Frequency0: Every 10 minutes

Comments: there is no demonstrated need

163. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: not in favor until the present problems are resolved. Too much pressure on drivers to judge passengers --(intoxicated, drugs), to keep discipline (unruly kids) and still pay attention to traffic -- Expecting the driver to be a policeman is ridiculous.

Frequency0: Not in favor

Comments: The circulator that is running on 5th street is teeth rattling. No disabled or elderly person could survive the jouncing, the bumps. It is frightening to be on the bus when the driver is attempting to remove someone for disorderly conduct. After this person was removed he lifted up a large rock and

threatened to throw it through the window. We were fortunate. Children in the back seat were thrown forward and off their seats when the bus went over railroad tracks. The driver said there was never a day without an altercation. There should be a requirement that people have to bathe at least once a week in order to ride the bus. The area around 5th street is too narrow and the buses were going into the bicycle lanes when going round the traffic impediments in the middle of the road. Students who attempted to ride it during peak hours told me that it was easier to ride a bicycle for an hour than to depend upon the buses which are frequently off schedule. It is very noisy, lots of banging, clattering.

164. Area: Area 2 east of Mill and west of McClintock between Apache and US 60

Favor: No

Days0: Not in favor

Hours0: None

Frequency0: Not in favor

Comments: How many accidents causing injury will it take to make "The City" believe this is a bad idea. The idea of mixing a well traveled street with walkers, runners, bicyclist and the "proposed" buses is a lethal mix. I have read all the negative comments...isn't that enough information to realize this is a bad idea?

165. Not in favor of expansion. Due to the number of trips and street not safe on College with traffic from post office, Southern/College. We have heavy traffic use of bike traffic on College. We have heavy pollution with freeway south of Southern already. Driveways are block when water used to hose it. This was not true in the 60s and early 70s. We have lived here since 1968.

166. Not in favor of expansion.

167. Not in favor of expansion. It's not free. Let the users pay their own fares. Not the taxpayers. Don't want extra parking or traffic on LaJolla.

168. Not in favor of expansion. I am absolutely opposed to the neighborhood circulator service on College and LaJolla Drive. It will be an additional source of pollution and congestion. As well as noise. I feel this circulator will diminish my/our quality of life and cause property values to decrease. It will bring individuals into the area that normally would not be here. I feel this will expose our area to even more criminal activity. I have lived in Tempe since 1956 and in Arizona since 1936.

169. Not in favor of expansion.

170. Do not want buses on College and do not like the idea. No changes what so ever. Hard on pollution and traffic on College.

NOTE: SOME COMMENTS MAY BE OUT OF ORDER DUE TO THE FACT THAT ONE COMMENT WAS MADE BY MORE THAN ONE PERSON SO THE COMMENT HAS TWO NUMBERS ASSIGNED TO IT. (FOR EXAMPLE, IF A HUSBAND AND WIFE BOTH SIGNED A COMMENT CARD, BUT HAD THE EXACT SAME COMMENT, THEY WERE EACH COUNTED)

202. We don't need no College Avenue bus. It's been nice and quiet. Congestion with Post Office already. I appreciate whatever you can do.

203. I have received the pro and con literature and I have mixed reactions for the bus on College. It looks like the bus is most controversial on College. I think it's a good idea, but not on College.

204. This bus on College is a lame idea. College is a great place to bike and walk. Why would you put more traffic. Bad idea. Very bad idea.

205. I am writing in concern of the Proposed Neighborhood Circular Route that will detour from Mill onto College at Alameda, in Tempe.

- College Ave north of Alameda is very narrow. My family, as well as numerous college, middle and elementary school kids, rides bicycles down the avenue. The buses will stop erratically, block visibility, create traffic jams - this is a recipe for disaster. I am extremely concerned that one of the few safe bike routes will be taken from us.

- The bus line will encourage people to park on our neighborhood streets to catch the bus - that along with added noise and pollution will make our neighborhood unlivable. The bus already runs down Mill where few people ride bikes. Why detour it to bring it down the narrowest section of College Avenue? Please keep the bus on Mill - not on College!

206. & 207. My husband and I live in the neighborhood that will be affected by the proposed bus shuttle in and around ASU. I am also a teacher at McKemy Middle School. I am very concerned about the safety of our students and our community members. I have duty in the afternoons and see how dangerous it is already for our McKemy students. It worries me that the shuttle bus will present yet one more safety factor for our students and community. I do not see the bus service as an added benefit in our community as most of us in this neighborhood already walk or bike places. I do not see a need for a shuttle. I think our city money would be better spent not on gasoline, but maybe some type of grant program for community members to obtain bicycles. This neighborhood is already using alternative means of transportation that emits no pollution. Why put something in place that is still going to pollute. It seems our community would be better served to encourage community members to continue to ride their bicycles, walk, ride skateboards and roller blade. These are all the modes of alternative transportation I see on a daily basis using college avenue. Please reconsider the proposal of the shuttle bus as something that is not going to benefit a community already committed to alternative types of transportation.

208. College is too small to have bike lanes and buses. The buses will impinge on the bike lanes. There are an elementary school, a junior high and a park on College, the kids who frequent them do not need buses, they need safe bike lanes. The high school kids come from further away and could use the buses, the High School is on Mill. What happened to the plan to decongest College and make it more friendly for kids? Will buses pulling over to the curbs at unexpected times make it safe for them to ride their bike to the Junior High?.Get Real! Make the buses go down Mill!

209. There are too many school children and bikers along College. These together along with the narrow streets are a dangerous combination.

210.

I live in a lovely Tempe area, the Broadmor Place. I would like to keep it that way. I urge you to vote against using the proposed route of College Avenue for the planned bus service. College avenue is a residential street. It is already narrow and crowded during peak hours with cars, school children, and bicyclists. This decision would drastically effect these neighborhoods. Moreover, this bike path is one of the busiest ones in our entire city. For the future of our neighborhoods, the safety of our school children and the safety of our bicyclists, I urge you to vote to move this route to Mill Avenue. Thank you in advance.

211. College is one of our oldest bike routes; I used it when I was a child. I dream of having a route where my children, too, can ride bikes and walk safely to their schools and playgrounds which line College. I simply don't get how traffic calming and street-scaping can be accomplished effectively with hundreds of buses rumbling down the street. This proposal simply adds to the congestion, noise and pollution, rather than remedying it. I confess I don't understand why the City isn't taking advantage of one of the busiest bike and pedestrian routes in the City to make it a beautiful and safe alternative for bikes and people. When we try to make our streets safer the City forces us to get a neighborhood consensus with signatures and a huge percentage of neighbor approval. Many people in my neighborhood have differing opinions on this bus issue and no one person or group can speak for the whole. I can say for myself and the three generations of my family living on 14th Street, that we oppose having your buses run down College.

212. & 213. We are objecting to have bus stops on College. It's too busy and too narrow.

214. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: No
Days0: Not in favor
Hours0: 0
Frequency0: Not in favor

215. NO BUSES ON COLLEGE, This is a residential neighborhood and has been a major bike route to ASU for years. The communities surrounding college do not support any attempts to increase traffic flow down this street. MILL and RURAL are the APPROPRIATE AVENUES for this, LEAVE COLLEGE ALONE ! We do not want buses on college . Please consider the quality of life we enjoy , and do be sensitive concerning our neighborhoods. What you are considering is UNTHINKABLE to the people who live along this avenue. NO BUSES ON COLLEGE . NO WAY ! STOP NOW ! NEVER.....can't YOU SEE it's JUST WRONG , OR HAVE YOU TURNED A BLIND EYE ? I HOPE NOT ! Be creative , consider alternatives but don't tamper with our neighborhoods, Please!

216. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: No
Days0: Not in favor
Hours0: 0
Frequency0: Not in favor
Comments: These buses pose a threat to our children, our neighborhood and our quality of life.

217. I have live in the Tempe-Mesa area almost my entire life. I grew up here and attended ASU. I always dreamed of living along College and just under 10 years ago, my dream came true. I love our neighborhood. I love that our children can walk safely to school or church. I walk my dogs every day. In fact my street now is so quite that my dogs bark when a car drives by. Please don't let this slip away. Sir, please consider rerouting the proposed circulator route away from College Ave. (potentially Rural or Mill as a north/south route) for the following reasons; safety being the primary concern. -College is a narrow street (31 ft. curb to curb is narrow, especially in front of a school) and not designed for bus traffic (there are no bus stops or pull-outs and these buses will stop/start unpredictably and pull into the bike lanes). This is a hazard and if there are pedestrian accidents the City could be opening themselves up to potential lawsuits.
-College has 2 school crossings with heavy pedestrian and bicycle traffic -Streets off College will turn into overflow ASU parking lots
I've seen the "designated parking only" signs just south of the campus and the ASU traffic that threatens those neighborhoods. I would hate to see those same issue progress further south. We all know that ASU parking is an issue and it's expensive. It's unrealistic to think that students won't park in free areas (neighborhood streets) when there is a free shuttle every few minutes. I shouldn't have to put up with ugly signs and parking restrictions in front of my own house. In addition, I've been rear-ended in my car while stopped behind a bus twice in Tempe (because there was no pull-out). Not only are there no pull-outs on College there are no bus stops; the bus would be stopping in the bike paths. This isn't safe for drivers or pedestrians. Lastly, please look into traffic calming before implementing the circulator and reducing the frequency of the circulator buses.

218. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: No
Days0: Not in favor
Hours0: N/A
Frequency0: Not in favor
Comments: No circulator down College

219. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)

Favor: No
Days0: Not in favor
Hours0: Not at all--my grandchildren live and got to school here & don't need the traffic
Frequency0: Not in favor
Comments: Two schools with little children on College--what are you people thinking?

220. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: No
Days0: Not in favor
Hours0: 0
Frequency0: Not in favor
Comments: My daughter attends Broadmor. The proposed circulator bus would be a hazard to all the children and adults who walk and bike on College Ave.

221. Area: College/Dorsey (area east of Mill, west of McClintock between Apache and US 60)
Favor: No
Days0: Not in favor
Hours0: 0
Frequency0: Not in favor
Comments: I oppose this service based on the following reasons: I believe the addition of these buses every 15 minutes through a quiet neighborhood is a safety breach for our children outside and traveling to and from the neighborhood park. This increases traffic and pollution. We already have a large problem with ASU student rental housing and this would only encourage them to rent more single family homes in our neighborhood, and/or park their cars on our streets and take the shuttle. All of these factors would bring a decline in our neighborhood's quality of life, which has steadily gone down for the past 20 years I have lived here.

222. I want to voice my concerns on the buses on College Avenue. I am against it. The buses can go on Mill and Rural.

223. I am working on my Citizen in the Community merit badge. Recently, my grandparents attended a city council meeting to discuss the neighborhood circulator shuttle program that has been slated to go directly in front of their home. They were in that meeting for over three hours and still their topic of concern did not come to the attention of the city council. My grandparents are in their 80's. They are quite concerned about the proposed shuttle bus that will go right by their house on College Ave. They have lived there for over 50 years. They have watched the City of Tempe grow up. They have seen the good, the bad, and the ugly. They are concerned that this new idea will devalue their property and make their neighborhood part of the ugly. I noticed that in your alternate option, you plan to bring the shuttle bus back into the neighborhood streets of College back to Alameda, and down to Broadway. That goes right in front of an elementary school and a middle school. My suggestion would be to completely avoid going down College until you get to Apache Boulevard. Take the alternative option and extend it north to down Mill Ave from Southern to Apache Boulevard. There is already ample parking available for those who need to park and catch this shuttle. This is already an arterial street for public transit. Please keep the shuttle off of neighborhood streets.

224. I'm writing to voice my displeasure at the proposed Area 2 neighborhood circulator bus service in Tempe. With existing bus service already running along the major cross streets of the area (Southern, Rural and McClintock), there is little need for a secondary service to enter established neighborhoods. The proposed transportation will mean an increase in constant traffic, especially with the rumored schedule run of every 15 minutes, 16 hours a day, seven days a week. That's too excessive a service in an area with plenty of children, pedestrians and cyclists. Also, keep in mind this is bus transportation with no scheduled stops. It's hard to believe there are enough commuters who will be flagging down these busses to justify the start-up and maintenance of this service. If they want transportation, existing bus lines on Southern, Rural and McClintock are not that far away. I'm also not interested in seeing our neighborhoods turned into makeshift parking lots for non-resident ASU students who will undoubtedly opt

to manipulate the service to save on university parking fees. If the overall neighborhood has survived for decades without an intrusive bus line, there is certainly no need for one now.

END

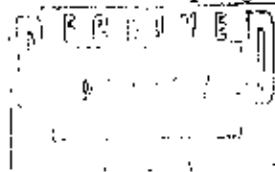


A.T.B.A.G. **Tempe Bicycle Action Group**

Mayor Hugh Hallman, City of Tempe
P.O. Box 5002
Tempe, AZ 85280

Dear Mayor Hallman:

PO Box 1884
Tempe, AZ 85280
info@biketempe.org
www.biketempe.org



The Tempe Bicycle Action Group (biketempe.org), an organization that advocates making bicycling a prominent, safe and convenient form of transportation, strongly supports the proposed Neighborhood Circulator routes, including the one along College Avenue. The proposed routes will improve cyclist, pedestrian, child, and driver safety while improving community sustainability.

We see the College Avenue Circulator as a complement to cycling. College Avenue is already an excellent North-South bicycle route through the City of Tempe. The Circulator provides a complementary mode of transit for those who bicycle commute on College Avenue. This free and frequent bus provides a great option on those days when weather precludes cycling, or when a cyclist wants to take a day off from riding. It further promotes bicycle commuting by allowing cyclists to place their bicycles on the bus rack. For those residents who live a few miles beyond the proposed route, the Circulator may allow for a combined bicycle/bus commute.

We and other cyclists in Tempe are accustomed to riding in the bicycle lanes on College Avenue. The College Avenue Circulator will make that experience more pleasant by reducing vehicle traffic on the road and contributing to a reconception of College Avenue as a pedestrian and bicycle friendly route. Several of us live or have lived along the 5th Street Neighborhood bus route. We have found the bus drivers to be extremely courteous to cyclists and pedestrians. The neighborhood buses, combined with traffic calming, have created a safe, walkable and bikeable environment for 5th Street residents. We have all seen children use the bus to get to the local park, families use the bus to travel to the store, and college students use the bus to commute to ASU. We have NEVER seen college students park in the 5th Street neighborhood to take the bus, nor have we seen children taking the bus to skip school - two concerns raised by some College Ave residents regarding the proposed circulator.

We are very concerned about the disinformation campaign that a few College Avenue residents have launched in opposition to this project. One of us lives in the College Avenue neighborhood and has seen flyers depicting ASU's "Sparky" driving a bus that runs down cyclists. We have all received emails from concerned residents regarding the buses' supposed negative impact on the cycling route. We believe that these concerns are unfounded, and that most of those expressing concern are not themselves cyclists. We fear that these unfounded bicycle related concerns are being used unfairly. The emails and flyers opposing the bus route do not reflect an understanding of the current cycling environment on College Avenue. The majority of the recreational and commuter cyclists with whom we have spoken strongly support the College Avenue Circulator project.

We look forward to cycling alongside the College Avenue Neighborhood Circulator buses and we urge you to move forward with this great project.

Sincerely,

The Tempe Bicycle Action Group Board of Directors

Chris Crosby, Kate Darby, Stan Klonowski, Mark Neff, and Scott Nowicki

Working to make bicycling a prominent, safe and convenient form of transportation and recreation in Tempe, Arizona and surrounding areas.

MAY 14 2007

APPENDIX B



Tempe Neighborhood Circulator Telephone Survey Results

Spring 2007

Prepared for:

The City of Tempe
Transportation Division

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Executive Summary

The City of Tempe's Transportation Division commissioned WestGroup Research, Inc. of Phoenix to conduct a telephone survey with Tempe residents in specific geographic areas to gauge support and reaction to a proposed expansion to the City's neighborhood circulator program. This report presents the results of 705 interviews conducted in April of 2007 with current Tempe residents. At a 95% level of confidence, the margin of error for the total sample is ± 3.7 .

Awareness of Neighborhood Circulator Bus Program and Planning

- The majority of residents interviewed were aware of the City's neighborhood circulator program (77%) and awareness was highest among residents living in Area 2 - College/Dorsey (81%) and lowest among residents in Area 1 - N. Tempe (61%).
- Two thirds of Tempe residents interviewed indicated awareness of the neighborhood circulator expansion process (66%). Once again, awareness was highest in Area 2 - College/Dorsey (77%) and lowest in Area 1 - N. Tempe (45%).

Likelihood to Use Neighborhood Circulator

- Overall, at least three in five residents living in the target areas indicated they are "somewhat" or "very" likely to use a neighborhood circulator either *in their area* or *on their street*. Interestingly, residents were more likely to indicate they would be likely to use a neighborhood circulator that travels *on their street* than *in their area*.
- Three in five (60%) of residents in the targeted areas indicated they would be at least somewhat likely to use a neighborhood circulator if the shuttle traveled *in their area* - 30% "very" likely and 30% "somewhat" likely. Residents in Area 2 - College/Dorsey were more likely to indicate circulator usage than residents in the other three areas, particularly those living in Area 4 - Country Club Way (63% Area 2; 51% Area 4).
- Overall, the reasons given by residents for not being likely to use a neighborhood circulator *in their area* mirror the typical responses received when asking people why they do not use mass transit in general - they have other preferred transportation modes (drive themselves - 39%; walk/bike - 9%), the shuttle would not take them where they need to go (24%), or they do not see it as a viable option for various reasons (do not go out much - 11%; are handicapped/disabled - 6%; or believe they are too old - 6%).
- Almost two-thirds of residents in the target areas indicated they would use a neighborhood circulator bus if it traveled *on their street* (65%). The percent indicating they were "very likely" to use the circulator increased significantly from 30% very likely to use the circulator *in their area* to 37% very likely to use the circulator *on their street*.
- The reasons for not using a neighborhood circulator *on their street* were very similar to the reasons for not using the circulator in their area - preference for another mode of transportation (driving themselves - 33%; walk/bike - 10%) and perception that it would not take them where they need to go (22%).

WESTGROUP RESEARCH
Answers

Level of Support for Neighborhood Circulator

- Overall support for the neighborhood circulator program is very strong among Tempe residents living in the targeted areas— both *in their area* and *on their street*. Residents were slightly more likely to be supportive of the circulator traveling *in their area* than *on their street*.
- The majority of residents in all four areas are supportive of neighborhood circulator service traveling *in their area* (75%). In fact, almost three in five residents living in the target areas gave a “5” rating, indicating they are “very supportive” (59%).
- Support for neighborhood circulator service *in the area* was strongest in Area 1 – North Tempe (82% giving a “4” or “5” rating; 68% giving a “5” rating) and Area 3 – Westside (83% giving a “4” or “5” rating; 69% giving a “5” rating). Although less supportive than residents in Areas 1 and 3, approximately seven in 10 residents living in Area 2 – College Dorsey and Area 4 – Country Club Way were also supportive of a circulator *in their area* (72% and 71%, respectively).
- Residents who indicated they were opposed to the neighborhood circulator *in their area* were concerned about the financial impact on residents as well as the City (24% don’t want to pay extra taxes/see it as expensive and waste of money), the impact of on their neighborhood (brings more traffic – 19%; parking problems – 11%; increased crime – 7%), and the impact on its residents (dangerous for bikers, kids, handicapped, and pets – 9%).
- Although the majority of residents in all four areas are supportive of neighborhood circulator service traveling *on their street* (65%), the overall level of support under these circumstances is ten points lower than the level of support for having a circulator bus travel *in their area*. However, half of the residents in the targeted areas continue to be “very supportive” of a circulator bus traveling *on their streets* (50%).
- Support for the neighborhood circulator traveling *on their street* was strongest among residents living in Area 1 – North Tempe (74% giving a “4” or “5” rating) and Area 3 – Westside (67%) and there also was a comparable level of support among residents living in Area 4 – Country Club Way (66%). Three in five (61%) residents living in Area 2 – College/Dorsey support a neighborhood circulator traveling *on their street*.
- Residents opposed to having a neighborhood circulator bus travel *on their street* were primarily concerned about the increased traffic on their streets (mentioned by 31%) and the potential danger it poses for bikers, kids, handicapped residents and pets that live and travel through the neighborhood (19%). The impact on parking is also a primary concern of residents living in Area 2 – College/Dorsey (mentioned by 14% of the residents living in the area and opposed to the circulator *on their street*).
- Approximately half of the residents who indicated they are unlikely to use circulator service *in their area* indicated they still support having a neighborhood circulator service even though they are unlikely to use the service themselves (53% giving a “4” or “5” rating).
- Two in five residents unlikely to use neighborhood circulator service *on their street* (39%) were still supportive of a neighborhood circulator traveling *on their street*.

Proposed Frequency and Hours of Service

- The vast majority of residents likely to use circulator service *in their area* (85%) indicated that the proposed hours and frequency of the neighborhood circulator service were appropriate, with 64% giving a “5 – very appropriate” rating.

Conclusions

1. The majority of residents living in the areas of proposed neighborhood circulator service in the City of Tempe were aware of the circulators and the expansion process. This means that the majority of the opinions offered in response to the survey questions were informed opinions, while only a minority proportion was providing answers based on what they heard in the survey questions themselves.
2. There is strong interest in the proposed neighborhood circulator service among residents in all four areas of Tempe, with the highest likelihood for usage being among residents in Area 2 – College/Dorsey and Area 3 - Westside. The rule of thumb for “likelihood to use” questions is that approximately one-half of those who indicated they are “very” likely to use something most accurately represents the percent of the population who will make good on that action. This means that approximately 15% of the residents living in the targeted areas are truly likely to use a neighborhood circulator that traveled *in their area* and 18% are highly likely to use a circulator if it traveled *on their street*. Considering that in Phoenix overall, transit usage is at approximately 3% of the population, these percentages reflect a higher than average interest in this transit option.
3. The support for the proposed neighborhood circulator service is equally as strong, with a high level of support coming not only from those who indicated they are likely to use the service but also from a substantial portion of residents who indicated they are not likely to use a circulator. It is not uncommon in transit studies to find marked differences among various demographic subgroups in terms of the likelihood to use and level of support for public transit; however, this was not the case in this study. There were some differences based on length of time in the area, but overall support for the circulator was consistent across all demographic subgroups.
4. When compared to responses from other surveys that evaluate support for various city and state measures that are brought before the public for a vote, the percentage of the population in support of circulator service reported in this study, in the area or on the streets, represents strong, widespread support for neighborhood circulator service.

I. Introduction

A. Background and Methodology

The City of Tempe's Transportation Division commissioned WestGroup Research, Inc. of Phoenix to conduct a telephone survey with Tempe residents in specific geographic areas to gauge support and reaction to a proposed expansion to the City's neighborhood circulator program. This report presents the results of 705 interviews conducted in April of 2007 with current Tempe residents. At a 95% level of confidence, the margin of error for the total sample is ± 3.7 . This means that in 19 out of 20 cases, the "actual" percentage will fall within $\pm 3.7\%$ of the percentage we would achieve if we interviewed every qualified resident.

Prior to the telephone survey, the City of Tempe Transportation Division mailed (or delivered doorhangers to their homes) a packet to all residents in the specified areas that included a letter explaining the telephone survey and maps describing the proposed circulator routes. Residents were encouraged to participate in the telephone survey if they were contacted, however, they were also given a URL address that would link them to a separate web-based version of the survey. The web link was provided so that all residents would have an opportunity to provide input to the City, even if they were not contacted as part of the scientific telephone study. Data from the completed web surveys is provided under separate cover.

Households were randomly selected from a database of all residential phone numbers listed for the areas specified. Residents in Area 2 – College/Dorsey have a higher representation than residents in other areas because earlier public forums indicated a higher diversity of opinion regarding the proposed circulator service. The increased sample size for this area allows for increased statistical reliability so that all opinions are more accurately represented.

WESTGROUP RESEARCH
Answers

The sample size and associated margins of error for each geographic area as outlined by the client is provided below:

Table 1: Geographic Breakdown

Geographic Area	Margin of Error
Total Sample (n=705)	± 3.7
Area 1 (n=101) North Tempe: Residents who live north of the Town Lake in Tempe	± 9.8
Area 2 (n=402) College/Dorsey: Residents who live east of Mill, west of McClintock between Apache and the US 60	± 4.9
Area 3 (n=101) Westside: Residents who live west of Mill, east of Priest between Rio Salado Parkway and Broadway	± 9.8
Area 4 (n=101) Country Club Way: Residents who live west of the Tempe border with Mesa, east of McClintock between Apache and the US 60	± 9.8

B. Demographics

Overall, males and females were equally represented in the sample. The average age of residents responding to the survey was approximately 58 years old and approximately half are employed full or part-time (49%). Most residents have lived in Tempe for more than 10 years (83%).

Table 2: Respondent Demographics

Characteristic	Total (n=705)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
Gender					
Male	49%	35%	53%	55%	41%
Female	51	65	47	45	59
Age					
Under 30	4%	5%	4%	9%	3%
31 to 65	57	50	58	57	55
65+	36	43	35	33	38
Refused	3	2	4	1	4
Average Age	58.6 yrs	60.5 yrs	58.5 yrs	55.1 yrs	60.4 yrs
Employment Status					
Full-time	41%	34%	42%	47%	40%
Part-time	8	9	7	13	8
Not employed	2	2	1	1	3
Retired	41	46	41	35	45
Student	2	3	2	3	1
House spouse	5	5	6	2	3
Length of Residence					
<2 years	3%	3%	2%	6%	3%
3-5 years	6	8	6	4	5
6-10 years	9	11	10	6	9
11-20 years	20	21	19	14	26
20 years+	63	55	64	70	57
Average Length	32 yrs	29 yrs	33 yrs	34 yrs	31 yrs
Also completed online survey	8%	2%	10%	5%	10%

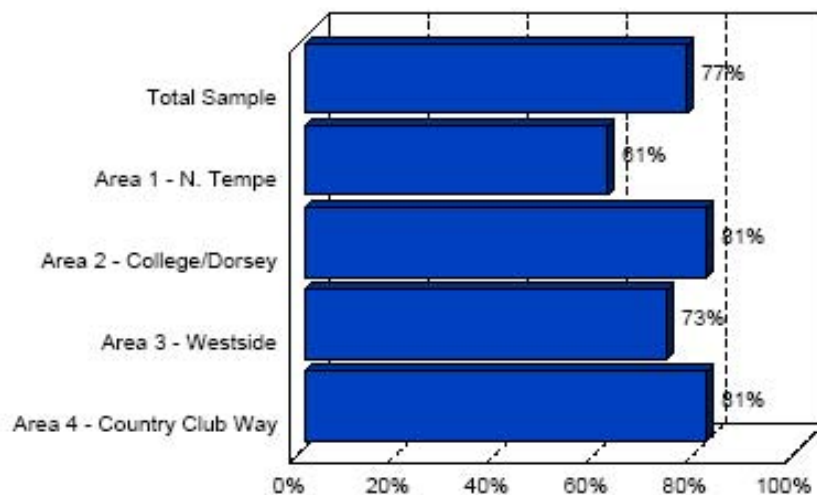
WESTGROUP RESEARCH
Answers

II. Awareness of Tempe's Neighborhood Circulator

A. Awareness of Program

The majority of residents interviewed were aware of the City's neighborhood circulator program (77%) and awareness was highest among residents living in Area 2 - College/Dorsey (81%) and lowest among residents in Area 1 - N. Tempe (61%). Awareness was lowest among residents under the age of 40 (61% vs. 79% of those over age 40) and residents who have lived in Tempe for 10 years or less (65% vs. 80% of those who have lived in the area more than 10 years).

Awareness of Tempe's Neighborhood Circulator Program



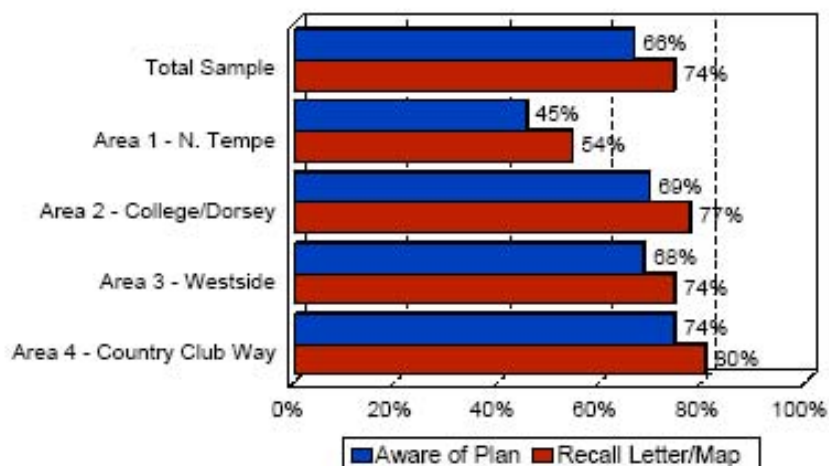
Total n=705, Areas 1, 3 & 4 n=101, Area 2 n=402

B. Awareness of Expansion Plan

Two thirds of Tempe residents interviewed indicated awareness of the neighborhood circulator expansion process (66%). Once again, awareness was highest in Area 2 – College/Dorsey (77%) and lowest in Area 1 – N. Tempe (45%). Consistent with overall awareness of the circulator program, awareness of the expansion plan was highest long-time residents (67% of those living in the area more than 10 years vs. 57% of those in the area less than 10 years). Awareness was also higher among older residents than younger (67% vs. 56% of those under age 40).

Residents were more likely to be aware of the mailing than the planning process in general (74% vs. 66%). This means that packets reached portions of the community that had been unaware of the process up to that point in time.

Awareness of Neighborhood Circulator Expansion Planning Process



Total n=705, Areas 1,3 & 4 n=101, Area 2 n=402

III. Likelihood to Use Neighborhood Circulator

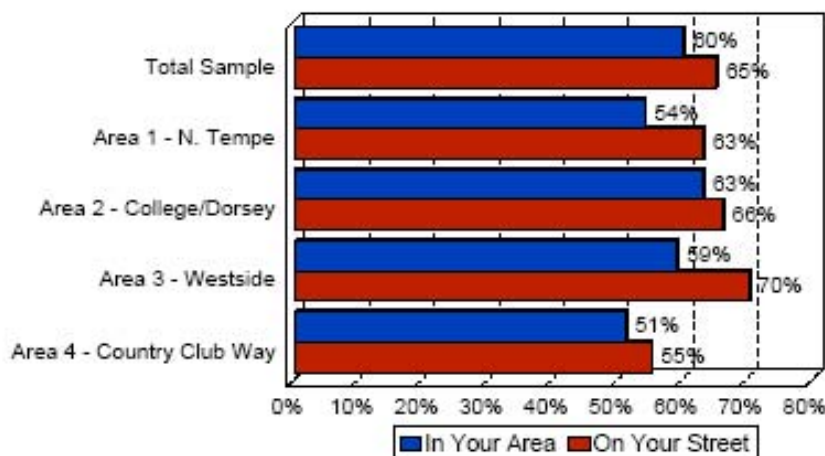
A. Overall Likelihood to Use Circulator

Residents were asked to indicate their likelihood to use a neighborhood circulator in two circumstances – if the circulator traveled *in their area* and if the circulator traveled *on their street*. Overall, at least three in five residents living in the target areas indicated they are “somewhat” or “very” likely to use a neighborhood circulator either *in their area* or *on their street*. Interestingly, residents were more likely to indicate they would be likely to use a neighborhood circulator that travels *on their street* (65% very + somewhat likely) than *in their area* (60%).

In general, residents living in Area 2 – College/Dorsey and Area 3 – Westside are more likely to indicate they would use the circulator in either circumstance than residents living in the other two areas.

Likelihood to Use Neighborhood Circulator

Those indicating they are “Very” or “Somewhat” likely



Total n=705, Areas 1, 3 & 4 n=101, Area 2 n=402

WESTGROUP RESEARCH
Answers

B. Use in Their Area

As referenced on the previous page, 60% of residents in the targeted areas indicated they would be at least somewhat likely to use a neighborhood circulator if the shuttle traveled *in their area* – 30% “very” likely and 30% “somewhat” likely. The rule of thumb for “likelihood to use” questions is that approximately one-half of those who indicated they are “very” likely to use something most accurately represents the percent of the population who will make good on that action. This means that approximately 15% of the residents living in the targeted areas are truly likely to use a neighborhood circulator that traveled *in their area*.

Residents in Area 2 – College/Dorsey were more likely to indicate circulator usage than residents in the other three areas, particularly those living in Area 4 – Country Club Way (63% Area 2; 51% Area 4).

Those most likely to indicate they are “very likely” to use a circulator *in their area* are:

- Those who have lived in Tempe for six to 10 years (48%) or 11 to 20 years (34%) vs. 28% of newer residents and 26% of residents living in the area more than 20 years.
- Residents ages 40 to 65 (34%) vs. 30% of those under the age of 40 and 24% of those over the age of 65.
- Employed residents (35% vs. 24% of retirees)

Table 3: Likelihood to Use – IN YOUR AREA

Likelihood to Use	Total (n=705)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
NET Likely	60%	54%	63%	59%	51%
Very likely	30%	30%	33%	27%	21%
Somewhat likely	30	24	30	32	30
Not very likely	18	19	17	23	21
Not at all likely	20	24	19	14	28
Don't know	1	3	1	4	-

Q4: How likely would you or anyone in your household be to use a neighborhood circulator bus if the shuttle travels in your area?

Residents who indicated they were unlikely to use a circulator that traveled *in their area* were asked to explain their reasons for not using the shuttle. Overall, the reasons given by residents for not being likely to use a neighborhood circulator mirror the typical responses received when asking people why they do not use mass transit in general – they have other preferred transportation modes (drive themselves – 39%; walk/bike – 9%), the shuttle would not take them where they need to go (24%), or they do not see it as a viable option for various reasons (do not go out much – 11%; are handicapped/disabled – 6%; or believe they are too old – 6%). Only 4% of those unlikely to use the circulator bus indicated it was because they are opposed to the concept overall.

Table 4: Reasons Not Likely to Use Shuttle – IN YOUR AREA
Among those “not very” or “not at all likely”

Reasons	Total (n=274)	Area 1 - N. Tempe (n=43)	Area 2 - College /Dorsey (n=145)	Area 3 - Westside (n=37)	Area 4 - Country Club Way (n=49)
I have car/rather drive	39%	46%	39%	27%	45%
Doesn't go where I need to go	24%	21%	25%	24%	26%
Don't go out much/ don't go places	11%	16%	10%	5%	12%
Would rather walk/ bike	9%	2%	10%	19%	6%
Route is not close to where I live/regular bus is closer	8%	-	8%	14%	8%
Handicapped/disabled/ health problems	6%	14%	6%	3%	-
Too old	6%	9%	4%	-	10%
Doesn't run the times I need it	4%	9%	2%	8%	4%
Too slow	4%	5%	4%	3%	4%
Oppose it (not cost effective, people parking in neighborhood, pollution, noise, dangerous)	4%	5%	4%	-	6%
Don't want to wait at bus stop	2%	2%	2%	-	4%
Live close to where we need to go	2%	-	2%	3%	2%
Buses would add to traffic	2%	2%	1%	-	4%
Other (includes all responses 1% or less)	10%	5%	10%	22%	8%
Don't know	4%	-	5%	11%	2%

Q4a: Why are you not likely to use a neighborhood circulator bus in your area?

WESTGROUP RESEARCH
Answers

C. Use on Their Street

As noted earlier, residents in the target areas were slightly more likely to indicate they would use a neighborhood circulator bus if it traveled *on their street* than just in their general area (65% vs. 60%). In fact, the percent indicating they were “very likely” to use the circulator increased significantly from 30% very likely to use the circulator *in their area* to 37% very likely to use the circulator *on their street*. Using the same rule of thumb, this translates to approximately 18% of residents in the specific areas being truly likely to use the service if the buses traveled *on their street*.

Once again, residents living in Area 2 – College/Dorsey and Area 3 – Westside were more likely than residents from the other two areas to likely to use the circulator if it traveled *on their street* (66% and 70%, respectively). Residents living in Area 4 – Country Club Way were least likely (55% very or somewhat likely, 24% very likely).

Overall, residents most likely to indicate they are “very likely” to use circulator service *on their street* include:

- Those who have lived in Tempe for six to 10 years (48%) or 11 to 20 years (40%) vs. 33% of newer residents and 35% of residents living in the area more than 20 years.
- Residents who are under the age of 40 (45% vs. 39% of those 40 to 65 and 39% of those over the age of 65).

Table 5: Likelihood to Use – ON YOUR STREET

Likelihood to Use	Total (n=705)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
NET Likely	65%	63%	66%	70%	55%
Very likely	37%	35%	40%	39%	24%
Somewhat likely	28	28	26	31	31
Not very likely	15	14	16	10	20
Not at all likely	18	21	15	19	25
Don't know	2	2	3	1	-

Q7: How likely would you or anyone in your household be to use a neighborhood circulator bus if the shuttle travels on your street?

As expected, the reasons for not using a neighborhood circulator *on their street* were very similar to the reasons for not using the circulator *in their area* – preference for another mode of transportation (driving themselves – 33%; walk/bike – 10%) and perception that it would not take them where they need to go (22%). The percentage of those citing opposition as a reason for being unlikely to use a circulator that traveled *on their street* was slightly higher than among those not likely to use it if it traveled *in their area* (9% vs. 4%).

Table 6: Reasons Not Likely to Use Shuttle – ON YOUR STREET
Among those “not very” or “not at all likely”

Reasons	Total (n=233)	Area 1 - N. Tempe (n=35)	Area 2 - College /Dorsey (n=124)	Area 3 - Westside (n=29)	Area 4 - Country Club Way (n=45)
I have car/rather drive	33%	26%	33%	31%	40%
Doesn't go where I need to go	22%	17%	22%	24%	22%
Would rather walk/ bike	10%	6%	12%	17%	4%
Oppose it (not cost effective, people parking in neighborhood, pollution, noise, dangerous)	9%	9%	10%	7%	9%
Don't need it	5%	-	6%	7%	7%
Handicapped/disabled/ health problems	4%	11%	5%	-	-
Don't go out much/ don't go places	4%	9%	3%	7%	-
Buses would add to traffic	3%	-	5%	3%	2%
Too slow	3%	3%	2%	3%	4%
Live close to where we need to go	3%	3%	2%	-	7%
Too old	2%	-	2%	3%	2%
Route is not close to where I live/ regular bus closer	2%	-	3%	-	-
Don't want to wait at bus stop	2%	3%	1%	3%	2%
Need a car for work	2%	3%	2%	-	2%
Other (includes all responses 1% or less)	11%	17%	10%	10%	13%
Don't know	6%	9%	5%	-	11%

Q7a: Why are you not likely to use a neighborhood circulator bus on your street?

WESTGROUP RESEARCH
Answers

IV. Level of Support for Neighborhood Circulator

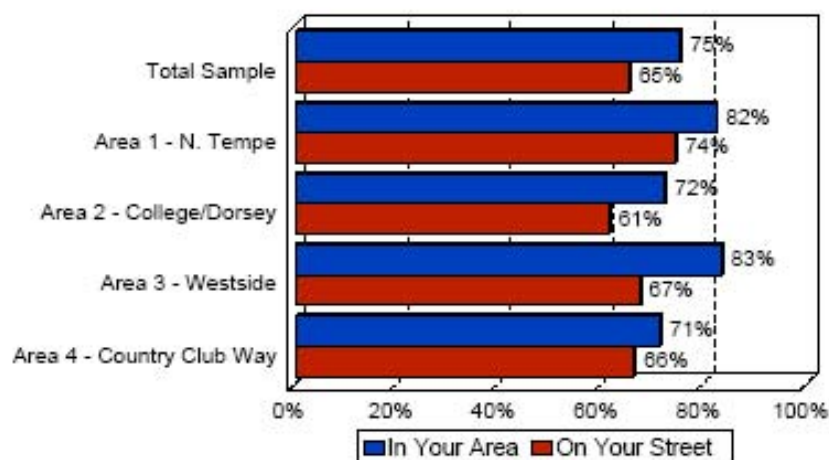
A. Support for Overall Program

Overall support for the neighborhood circulator program is very strong among Tempe residents living in the targeted areas—both *in their area* and *on their street*. Residents were slightly more likely to be supportive of the circulator traveling *in their area* than *on their street*. Three-fourths of these residents support the circulator *in their area* (75%) and approximately two-thirds support having it travel *on their street* (65%).

As shown in the graph below, support for the circulator in both circumstances was strongest among residents living in Area 1 – North Tempe and Area 3 – Westside.

Level of Support for Neighborhood Circulator

Those Rating Support a "4" or "5" on a 5-Point Scale
("5" = "strongly support")



Total n=705, Areas 1, 3 & 4 n=101, Area 2 n=402

B. Support in Their Area

The table below shows that the majority of residents in all four areas are supportive of neighborhood circulator service traveling in their area (75%). In fact, almost three in five residents living in the target areas gave a “5” rating, indicating they are “very supportive” (59%). The average rating was 4.2 on the 1 to five scale where “5” means “very supportive.” Interestingly, when looking at the data for the level of support for service in the area, the percentage of residents likely to support the circulator buses in their area was higher than the percentage of residents who indicated they were likely to use the service (60% likely to use in their area and 75% support).

Support was strongest in Area 1 – North Tempe (82% giving a “4” or “5” rating; 68% giving a “5” rating) and Area 3 – Westside (83% giving a “4” or “5” rating; 69% giving a “5” rating). Although less supportive than residents in Areas 1 and 3, approximately seven in 10 residents living in Area 2 – College Dorsey and Area 4 – Country Club Way were also supportive of a circulator in their area (72% and 71%, respectively).

Support was consistent across all demographic groups, with one exception, residents who have lived in Tempe for six to 10 years were more likely to give a “5” rating than residents who have lived in the area for shorter or longer periods of time (72% vs. 65% of those living in the area under six years; 64% of those living in the area 11 to 20 years; 55% of those living in the area more than 20 years).

Table 7: Level of Support for Circulator– IN YOUR AREA

Level of Support	Total (n=705)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
Avg. Rating	4.2	4.4	4.1	4.5	4.0
NET Support	75%	82%	72%	83%	71%
5 – Strongly Support	59%	68%	56%	69%	51%
4	16	14	16	14	20
3	12	9	14	8	10
2	3	3	3	3	5
1 – Strongly Oppose	7	5	8	3	10
Don't know/Refused	2	1	2	3	4

Q6: Would you support or oppose neighborhood circulator service in your area, regardless of whether you personally used the service or not?

WESTGROUP RESEARCH
Answers

Residents who indicated they were opposed to the neighborhood circulator in their area were concerned about the financial impact on residents as well as the City (24% don't want to pay extra taxes/see it as expensive and waste of money), the impact of on their neighborhood (brings more traffic – 19%; parking problems – 11%; increased crime – 7%), and the impact on its residents (dangerous for bikers, kids, handicapped, and pets – 9%).

A proportion of the Area 2 residents opposed to the circulator indicated they do not like the proposed route and would prefer the circulator to travel along Mill Avenue (8 of 54 residents or 15% of those opposed in Area 2).

Table 8: Reasons Oppose Neighborhood Circulator – IN YOUR AREA
Among those given a "1", "2" or "Don't know" response

Reasons	Total * (n=91)
Don't want to pay extra taxes for it/ expensive/ waste of money	24%
Brings more traffic/already too much traffic	19%
Don't have enough information	12%
Don't like the route/ should be on Mill	11%
Don't want people parking here/ already a parking problem	11%
I have a car/ wouldn't benefit me	10%
Dangerous for bikers, kids, handicapped, pets	9%
Don't think enough people would use it	7%
It will add crime/ low income people/ bring down home value	7%
No necessary/ not needed	4%
It would add pollution	2%
Other (includes all responses 1% or less)	12%
Don't know	4%

Q6a: Why are you opposed to neighborhood circulator service in your area?

**Sample sizes by area were too small to allow statistically meaningful comparisons, so the data by area is not presented.*

C. Support on Their Street

As noted earlier, although the majority of residents in all four areas are supportive of neighborhood circulator service traveling *on their street* (65%), the overall level of support under these circumstances is ten points lower than the level of support for having a circulator bus travel *in their area*. However, half of the residents in the targeted areas continue to be “very supportive” of a circulator bus traveling *on their streets* (50%). The average rating was 3.8 on the one to five scale where “5” means “very supportive.”

Once again, support was strongest among residents living in Area 1 – North Tempe (74% giving a “4” or “5” rating) and Area 3 – Westside (67%) and there also was a comparable level of support among residents living in Area 4 – Country Club Way (66%). Opposition was strongest among residents living in Area 2 – College/Dorsey with 21% of these residents giving a “1” or “2” rating. Almost half of the residents in Area 2, however, gave a “5” or “strongly support” rating (45%) and the average rating for support was only slightly lower than the support in other areas (3.7 vs. 3.8 to 4.2 for the other areas).

Support for the neighborhood circulator traveling *on their streets* was consistent across all demographic subgroups, with one exception. Residents living in Tempe for six to 10 years were more likely to give a “5” or “strongly support” rating (62%) than residents who have lived in the area for fewer years (51%) or those who have lived in the area for more than 10 years (52% - 11 to 20 years; 48% - more than 20 years).

Table 9: Level of Support for Circulator– ON YOUR STREET

Level of Support	Total (n=705)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
Avg. Rating	3.8	4.2	3.7	4.0	3.8
NET Support	65%	74%	61%	67%	66%
5 – Strongly Support	50%	63%	45%	54%	51%
4	15	11	16	13	15
3	14	12	15	13	14
2	4	1	5	4	2
1 – Strongly Oppose	14	9	16	13	17
Don't know/Refused	3	4	3	3	1

Q8a: Would you support or oppose neighborhood circulator service that travels on your street, regardless of whether you personally used the service or not?

WESTGROUP RESEARCH
Answers

Residents opposed to having a neighborhood circulator travel *on their street* were primarily concerned about the increased traffic on their streets (mentioned by 31%) and the potential danger it poses for bikers, kids, handicapped residents and pets that live and travel through the neighborhood (19%). The impact on parking is also a primary concern of residents living in Area 2 – College/Dorsey (mentioned by 14% of the residents living in the area and opposed to the circulator *on their street*).

Table 10: Reasons Oppose Neighborhood Circulator – ON YOUR STREET
Among those given a "1", "2" or "Don't know" response

Reasons	Total (n=153)	Area 1 - N. Tempe (n=14)	Area 2 - College/ Dorsey (n=99)	Area 3 - Westside (n=20)	Area 4 - Country Club Way (n=20)
Brings more traffic/already too much traffic	31%	7%	31%	30%	50%
Dangerous for bikers, kids, handicapped, pets	16%	-	22%	5%	10%
Don't want people parking here/ already a parking problem	9%	-	14%	-	-
Live on a cul-de-sac/ not a through street	9%	7%	8%	20%	5%
Don't want to pay extra taxes for it/ expensive/ waste of money	8%	14%	8%	-	15%
Should stay on main streets/ it's a residential street	8%	8%	-	10%	10%
It will add crime/ low income people/ bring down home value	7%	-	9%	10%	-
Too noisy	7%	7%	6%	15%	5%
Not necessary/ not needed	7%	7%	8%	10%	-
Don't have enough information	4%	-	2%	10%	10%
Street not wide enough	4%	7%	5%	-	-
Don't think enough people would use it	3%	7%	4%	-	-
I have a car/ wouldn't benefit me	3%	7%	1%	10%	5%
Don't like the route/ should be on Mill	3%	-	4%	-	-
It would add pollution	2%	7%	2%	-	-
Other (includes all responses 1% or less)	6%	14%	4%	5%	10%
Don't know	8%	43%	6%	-	5%

Q8a: Why are you opposed to neighborhood circulator service on your street?

WESTGROUP RESEARCH
Answers

D. Change in Support if Traffic Calming Completed

Residents living in Area 2 – College/Dorsey who indicated they were opposed to the neighborhood circulator *in their area* and/or *on their street* were asked if they would be more or less likely to support a circulator if all of the traffic calming efforts taking place in that area would be completed first. One in eight (12%) indicated they would be more likely to support circulator service once traffic calming efforts were completed while more than one-fourth (28%) indicated they would be even less likely to support service after traffic calming efforts were completed.

If these percentages are based to the total population of residents interviewed in Area 2 – College/Dorsey, we find that 3% of these residents would be more likely to support circulator service once the traffic calming efforts are completed. This means that the support for circulator service in Area 2 could potentially increase from 72% to 75% and the support for circulator service on their street could potentially increase from 61% to 65%.

Table 11: Change in Support if Traffic Calming Completed
(Asked of resident in Area 2 who indicated they oppose a circulator in their area or on their street)

Level of Support	Area 2 - College/Dorsey (n=93)
More likely	12%
Less likely	28%
No difference	47%
Don't know	13%

Q9: Would you be more or less likely to support a neighborhood circulator in your area if all traffic-calming efforts were completed first?

WESTGROUP RESEARCH
Answers

E. Level of Support by Likelihood to Use

The table below shows that, as expected, the likelihood that residents will use a neighborhood circulator bus is highly correlated with their level of support for the system. However, **approximately half of the residents who indicated they are unlikely to use the service either in their area or on their street indicated they support having a neighborhood circulator service in their area even though they are unlikely to use the service themselves** (53% of those unlikely to use service *in their area* still giving a “4” or “5” rating for support; 50% of those unlikely to use service *on their street* still giving a “4” or “5” rating for support)

Support for neighborhood circulator service *on their street* is notably lower among those unlikely to use the service, however, **two in five residents unlikely to use the service in their area** (44% giving a “4” or “5” rating for support) **or on their street** (39% giving a “4” or “5” rating for support) **were still supportive of a neighborhood circulator traveling on their street.**

Table 12: Level of Support by Likelihood to Use

Level of Support	Likelihood to Use IN THEIR AREA		Likelihood to Use ON THEIR STREET	
	Very or Somewhat likely (n=421)	Not very or not at all likely (n=274)	Very or Somewhat likely (n=457)	Not very or Not at all likely (n=233)
CIRCULATOR IN THE AREA				
NET Support	89%	53%	88%	50%
Avg. Rating	4.6	3.5	4.6	3.4
CIRCULATOR ON STREET				
NET Support	78%	44%	78%	39%
Avg. Rating	4.2	3.2	4.3	2.9

F. Appropriateness of the Proposed Frequency and Hours of Service

Residents who indicated they were “very” or “somewhat” likely to use neighborhood circulator service traveling *in their area* were told that the proposed hours of operation and frequency for the neighborhood circulator service is every 15 minutes between 6 am and 10 pm, 7-days a week. They were then asked to indicate how appropriate they felt the hours and frequency of service was for their area.

The vast majority of residents (85%) indicated that the proposed hours and frequency of the neighborhood circulator service were appropriate, with 64% giving a “5 – very appropriate” rating. Residents living in Area 3 – Westside were most likely to deem the proposed hours and frequency “appropriate” (94%). Retirees were more likely than employed residents to feel the proposed hours and frequency were appropriate (70% vs. 60%).

Table 13: Rating Appropriateness of Circulator Hours & Frequency
Among those “very” or “somewhat” likely to use circulator service in their area

Appropriateness	Total (n=421)	Area 1 - N. Tempe (n=55)	Area 2 - College/ Dorsey (n=254)	Area 3 - Westside (n=60)	Area 4 - Country Club Way (n=52)
Avg. Rating	4.5	4.4	4.4	4.6	4.5
NET Appropriate	85%	80%	84%	94%	84%
5 – Very Appropriate	64%	69%	64%	62%	63%
4	21	11	20	32	21
3	11	13	12	5	10
2	2	4	2	-	4
1 – Not at all Appropriate	1	2	2	-	-
Don't know/Refused	1	1	-	1	2

Q5: How appropriate do you feel that the hours and frequency are for your area?

V. Final Comments Offered by Residents

At the conclusion of the interview, residents were asked if there were any additional comments they wanted to share with the City of Tempe regarding the proposed neighborhood circulator service. Three in five residents offered additional comments. **The most frequently offered comments were that “it is a great idea” (mentioned by 20%) and it will be good for the elderly, students, and people without cars (7%).**

Table 14: Additional Comment from Residents

Comments	Total (n=153)	Area 1 - N. Tempe (n=14)	Area 2 - College/ Dorsey (n=99)	Area 3 - Westside (n=20)	Area 4 - Country Club Way (n=20)
It's a great idea/ support it/ hope it happens	20%	22%	19%	20%	24%
It's good for elderly people, people without cars, and students/ a lot of people need it	7%	14%	5%	9%	7%
Should make a different route/ go down different streets	4%	-	6%	3%	2%
Expand the hours/ 24 hours/ early morning/ late night/ longer after events	4%	3%	4%	7%	-
Will reduce traffic/get people out of cars	3%	2%	3%	5%	3%
Need more information/ unclear on some things/ send more maps	3%	4%	3%	4%	4%
Expand the service/ more streets/ cover more area/ more destinations	3%	3%	2%	5%	4%
Should connect to other mass transit	2%	2%	2%	-	5%
Waste of money/ don't want to pay for it/ too expensive	2%	1%	2%	2%	4%
Don't need it/ not necessary/ oppose it	2%	1%	3%	1%	2%
Get it running soon	2%	-	3%	1%	-
Don't want people to park in the area/need to regulate parking	2%	1%	2%	1%	-
Other (includes all responses 1% or less)	26%	21%	26%	28%	29%
Don't know/no comment	40%	44%	40%	42%	37%

Q10: Are there any other comments you would like to share with the City of Tempe regarding the proposed neighborhood circulator service?

WESTGROUP RESEARCH
Answers

APPENDIX A

Questionnaire

**City of Tempe Transit – Neighborhood Circulator
Questionnaire – April 2007**

Initial sample Targeted sample; N = 700; English and Spanish

Good _____. This is _____ calling from WestGroup Research on behalf the City of Tempe Transportation Division. We are conducting a survey with Tempe residents about important issues affecting the City's transit system. This is not a telemarketing call; we simply want your opinions on a variety of issues important to Tempe residents.

SCR1. Are you a Tempe resident?
Yes – CONTINUE
No – THANK AND TERMINATE

FOR THE WEB SURVEY: Have you completed a telephone survey regarding the neighborhood circulator service?

IF YES: Thank you, but this is the same survey and it is not necessary to complete both the telephone and the web survey. However, if you wish to complete the web survey as well please press any key to continue.
IF NO: CONTINUE

FOR THE TELEPHONE SURVEY: Have you completed the on-line survey regarding the neighborhood circulator service?

IF YES: Thank you, we will be asking the same questions, however, it is very important that you complete the telephone survey as well, since your household was randomly selected to participate in the telephone portion of this project.
IF NO: Continue

The questions we are going to ask you are based on where you live in Tempe. I need to ask you a series of questions about where you live in Tempe to help me determine the other questions to ask. Thank you in advance for your help on these, we'll go through these as quickly as we can to get to the survey.

SCR2. Do you live north or south of Tempe Town Lake (if necessary – the 202)?
a. North = AREA 1 and SKIP TO Q1
b. South – CONTINUE

SCR3. Do you live north or south of US 60 – the Superstition Freeway?
a. North – CONTINUE
b. South – THANK AND TERMINATE – I'm sorry we are only talking with residents who live North of the freeway. Thank you for your time.

SCR4. Do you live east or west of Priest Drive?
a. East – CONTINUE
b. West – THANK AND TERMINATE – I'm sorry we are only talking with residents who live East of Priest Drive. Thank you for your time.

SCR5. Do you live east or west of the Tempe Canal (the canal is just east of the Loop 101)?
a. East – THANK AND TERMINATE – I'm sorry we are only talking with residents who live West of the canal. Thank you for your time
b. West – CONTINUE

WESTGROUP RESEARCH
Answers

SCR6. Do you live east or west of Mill Avenue?

- a. East – GO TO SCR8
- b. West – CONTINUE

SCR7. Do you live north or south of Broadway?

- a. North = AREA 3 and SKIP TO Q1
- b. South – THANK AND TERMINATE – I'm sorry we are only talking with residents who live north of Broadway. Thank you for your time

SCR8. Do you live north or south of Apache Boulevard?

- a. North – THANK AND TERMINATE – I'm sorry we are only talking with residents who live south of Apache. Thank you for your time.
- b. South – CONTINUE

SCR9. Do you live east or west of McClintock Drive?

- a. East = AREA 4 – GO TO Q1
- b. West = AREA 2 – GO TO Q1

Thank you, we now have just a few questions to ask you.

1. Are you aware of Tempe's neighborhood circulator bus program? Yes/No/DK
2. Have you heard about the planning process for expanding the neighborhood circulator system? Yes/No/DK
3. Do you recall receiving a letter and map from the City of Tempe in the past few days or weeks showing the proposed routes for the neighborhood circulator in your area?
 - a. YES – DO YOU HAVE IT HANDY? COULD YOU TAKE A QUICK LOOK AT IT? OR YOU CAN GO ON LINE AT <http://www.tempe.gov/TIM/Bus/NeighborhoodCirculatorExpansion.htm> to pull up the map in your area.
 - b. No - Continue
 - c. Don't know - Continue
4. A neighborhood circulator is a free bus route that is intended to travel through neighborhoods using small shuttles connecting residents with surrounding local destinations like schools, shopping or parks, or to connect to major bus routes or the future light rail transit line. How likely would you or anyone in your household be to use a neighborhood circulator bus if in the shuttle travels IN YOUR AREA? Would you be...
 - a. Very likely
 - b. Somewhat likely
 - c. Not very likely
 - d. Not at all likely
 - e. DO NOT READ: Don't know
- 4a. IF "NOT VERY" or "NOT AT ALL" LIKELY in Q4: Why are you not likely to use a neighborhood circulator bus IN YOUR AREA? What other reasons?

WESTGROUP RESEARCH
Answers

5. IF "VERY LIKELY" OR "SOMEWHAT LIKELY" IN Q4, The proposed hours of operation and frequency for the neighborhood circulator service is every 15 minutes between 6 am and 10pm, 7-days a week. How appropriate do you feel that the hours and frequency are for your area? Please use a 1 to 5 scale where 1 means not at all appropriate and 5 means very appropriate.

Not at all Appropriate 1 2 3 4 5 Very Appropriate 6=DK

6. Would you support or oppose neighborhood circulator service IN YOUR AREA, regardless of whether you personally used the service or not? Please use a one to five scale where "1" means you would "strongly oppose" a neighborhood circulator service in your AREA and a "5" means you would "strongly support" it.

Strongly oppose 1 2 3 4 5 Strongly support 6=DK

6a. IF "1" or "2" in Q6: Why are you opposed to neighborhood circulator service in your Area? What other reasons. PROBE FOR CLEAR EXPLANATION.

7. How likely would you or anyone in your household be to use a neighborhood circulator bus if the route travels ON YOUR STREET? Would you be...

- a. Very likely
- b. Somewhat likely
- c. Not very likely
- d. Not at all likely
- e. DO NOT READ: Don't know

7a. IF "NOT VERY" or "NOT AT ALL" LIKELY in Q7: Why are you not likely to use a neighborhood circulator bus that travels ON YOUR STREET? What other reasons?

8. Would you support or oppose neighborhood circulator service that travels ON YOUR STREET, regardless of whether you personally used the service or not? Please use a one to five scale where "1" means you would "strongly oppose" a neighborhood circulator service ON YOUR STREET and a "5" means you would "strongly support" it.

Strongly oppose 1 2 3 4 5 Strongly support 6=DK

8a. IF "1" or "2" in Q8: Why are you opposed to neighborhood circulator service on your street? What other reasons. PROBE FOR CLEAR EXPLANATION.

WESTGROUP RESEARCH
Answers

9. AREA 2 RESIDENTS ONLY and "1" or "2" in EITHER Q6 or Q8: As you may or may not be aware, the City of Tempe is addressing traffic calming issues in your area. For example, traffic calming could include things like narrowing streets or adding medians to help slow traffic. Would you be more or less likely to support a neighborhood circulator in your area if all the traffic-calming efforts were completed first?

- a. More likely
- b. Less likely
- c. Would not make a difference
- d. Don't know

10. Are there any other comments you would like to share with the City of Tempe regarding the proposed neighborhood circulator service?

Demographics

I have just a couple more questions about you so that we can classify your responses with other people who answered the survey. All of this information will be kept confidential.

D1. Gender: 1 Male 2 Female

D2. How long have you lived in Tempe?

- a. Less than one year
- b. One to two years
- c. Three to five years
- d. Six to ten years
- e. Eleven to 20 years
- f. More than 20 years
- g. Refused/DK/NA

D3. What is your age: _____

D4. Are you employed full-time, employed part-time, housewife, retired, a student or unemployed?

- a. Full-time
- b. Part-time
- c. Retired
- d. housewife
- e. Student
- f. Unemployed
- g. Refused/NA

D5. What is your address?

D5a. IF REFUSED ADDRESS: What are your nearest cross streets?

_____ and _____

Thanks for your time. That concludes our interview.

WESTGROUP RESEARCH
Answers

APPENDIX C



Tempe Neighborhood Circulator Web Survey Results

Spring 2007

Prepared for:

The City of Tempe
Transportation Division

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I. Introduction

A. Background and Methodology

The City of Tempe's Transportation Division commissioned WestGroup Research, Inc. of Phoenix to conduct a telephone survey with Tempe residents in specific geographic areas to gauge support and reaction to a proposed expansion to the City's neighborhood circulator program. Since the telephone survey involved a random sample of residents listed in the specific areas, the City felt it was important to offer an opportunity for all residents potentially affected by the circulator service to respond to the survey questions.

Prior to the telephone survey, the City of Tempe Transportation Division mailed a packet (or delivered door hangers to their homes) to all residents in the specified areas that included a letter explaining the telephone survey and maps describing the proposed circulator routes. Residents were encouraged to participate in the telephone survey if they were contacted; however, they were also given a URL address that would link them to a separate web-based version of the survey. The web link was provided so that all residents would have an opportunity to provide input to the City, even if they were not contacted as part of the scientific telephone study. In addition, residents were also provided a phone number to request a paper copy of the survey if they did not have Internet access. Data from the completed telephone surveys is provided under separate cover.

This report presents the results of 402 surveys that were completed online (n=374) or mailed in (n=28) by Tempe residents. It is important to note that the opinions expressed in these surveys are not statistically representative of the population of Tempe residents living within the specified area because it was an "opt in" study. This means only residents with Internet access and/or a desire to respond by mailing in the survey completed the study, as opposed to the telephone study in which residents were randomly contacted to provide their opinion regardless of their knowledge or interest in the neighborhood circulator program.

Residents were allowed to complete both the telephone and web surveys. However, there was a potential bias in the web survey data due to individual households being represented in both studies (8% of telephone respondents indicated they had also completed the web survey) or multiple individuals within the same household completing the web survey. As a result, the databases of the two studies were searched for matching addresses. If an address was represented in the telephone database as well as in the web database, the responses from that address were removed from the web database. If an address was represented more than one time in the web database, one of the database entries was randomly removed. Only about 20 duplicate addresses were found.

The sample size, by area, for the residents responding to the web survey is provided on the next page. Table 1 shows that the majority of residents who responded to the web survey lived in Area 2 – College/Dorsey (65%; n=263).

WESTGROUP RESEARCH
Answers

Table 1: Geographic Breakdown

Geographic Area	Sample size
Total Sample	402
Area 1 North Tempe: Residents who live north of the Town Lake in Tempe	28
Area College/Dorsey: Residents who live east of Mill, west of McClintock between Apache and the US 60	263
Area 3 Westside: Residents who live west of Mill, east of Priest between Rio Salado Parkway and Broadway	51
Area 4 Country Club Way: Residents who live west of the Tempe border with Mesa, east of McClintock between Apache and the US 60	60

B. Demographics

Overall, males and females were equally represented in the sample. As expected, residents responding to the web survey were significantly younger and more likely to be employed full-time than residents responding to the telephone survey. These residents have also lived in Tempe for a fewer number of years.

Table 2: Respondent Demographics

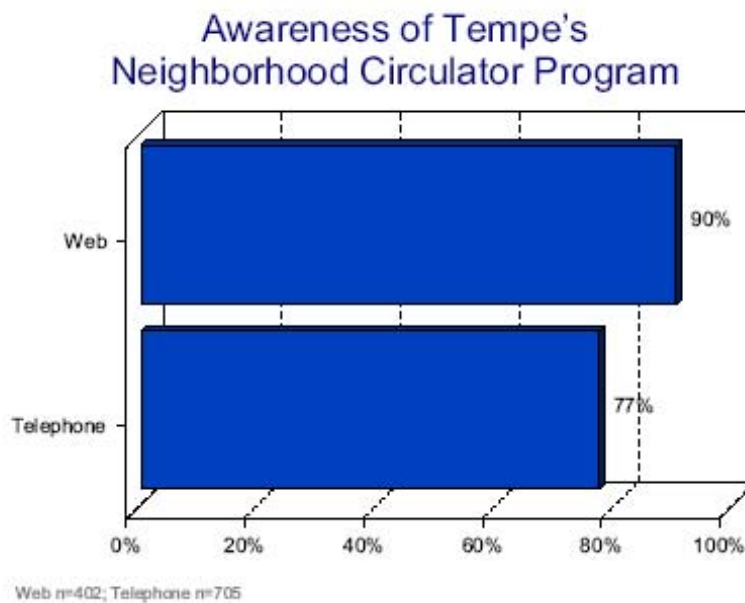
Characteristic	Web Total (n=402)	Telephone Total (n=705)
Gender		
Male	50%	49%
Female	50	51
Age		
Under 30	25%	4%
31 to 65	66	57
65+	8	36
Refused	-	3
Average Age	43.6%	58.6 yrs
Employment Status		
Full-time	59%	41%
Part-time	6	8
Not employed	-	2
Retired	13	41
Student	12	2
House spouse	5	5
Refused	5	1
Length of Residence		
<2 years	12%	3%
3-5 years	17	6
6-10 years	16	9
11-20 years	21	20
20 years+	32	63
Refused	2	-
Also completed online survey	n/a	8%

WESTGROUP RESEARCH
Answers

II. Awareness of Tempe's Neighborhood Circulator

A. Awareness of Program

Despite high awareness of the neighborhood circulator program among both populations, as expected, web respondents were significantly more likely to be aware of the neighborhood circulator program than telephone respondents.



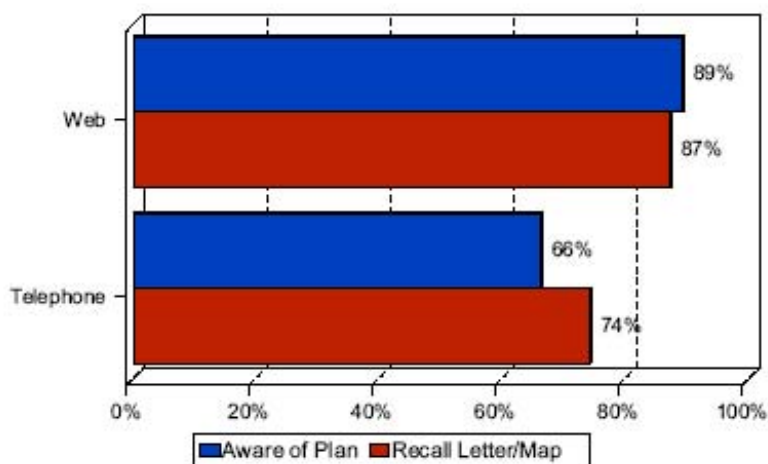
WEST GROUP RESEARCH
Answers

B. Awareness of Expansion Plan

Web respondents were more likely to indicate awareness of both the expansion plan for the neighborhood circulator program as well as the information packet sent to or dropped off at neighborhood homes. Since the web respondents, for the most part, could only have found out about the web survey from the packet in the first place, it was expected that virtually all would be aware of the packet. The fact that not all were aware shows there was some word-of-mouth communication among neighbors regarding the web survey.

It is also expected on "opt-in" studies that residents most passionate about the topic (either favorably or unfavorably) would be most likely to respond to the survey. Therefore, it also is not surprising that 87% of web survey respondents were aware of the circulator expansion planning process.

Awareness of Neighborhood Circulator Expansion Planning Process



Web n=402; Telephone n=705

WEST GROUP RESEARCH
Answers

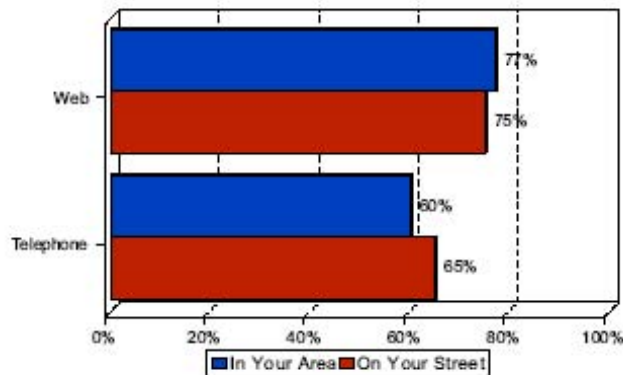
III. Likelihood to Use Neighborhood Circulator

A. Overall Likelihood to Use Circulator

Although the majority of residents interviewed via telephone or responding to the web survey indicated they are likely to use a neighborhood circulator in there area or on their street, web respondents were significantly more likely to indicate usage of the circulators.

Likelihood to Use Neighborhood Circulator

Those indicating they are "Very" or "Somewhat" likely



Web n=402; Telephone n=705

WEST GROUP RESEARCH
Answers

B. Use in Their Area

As in previous references, web respondents were significantly more likely than telephone respondents to indicate they were likely to use a neighborhood circulator in their area (77% vs. 60%). In fact, the percentage of web respondents indicating they were “very likely” to use circulator service in the area was higher than the NET likely response from residents interviewed via the telephone (62% very likely vs. 60% very + somewhat likely). The one exception to this is among residents living in Area 4 – Country Club Way. Web respondents from this area were significantly less likely to indicate usage of the circulator than residents from the other three areas.

As noted earlier, this is not completely unexpected – people responding to opt-in studies typically are more passionate about the issue than those randomly selected for a telephone study. This is also evident in the fact that very few web respondents expressed opinions in the middle two categories of “somewhat likely” or “somewhat unlikely” (compared to telephone responses) and were more heavily concentrated in the two anchor positions of “very likely” and “not at all likely.”

Table 3: Likelihood to Use – IN YOUR AREA

Likelihood to Use	Telephone Total (n=705)	Web Total (n=402)	Web Survey			
			Area 1 - N. Tempe (n=28)	Area 2 - College/ Dorsey (n=263)	Area 3 - Westside (n=51)	Area 4 - Country Club Way (n=60)
NET Likely	60%	77%	79%	80%	86%	52%
Very likely	30%	62%	64%	70%	61%	28%
Somewhat likely	30	15	14	11	26	23
Not very likely	18	6	4	5	8	13
Not at all likely	20	17	18	15	6	35
Don't know	1	-	-	-	-	-

Q4: How likely would you or anyone in your household be to use a neighborhood circulator bus if the shuttle travels in your area?

WESTGROUP RESEARCH
Answers

C. Use on Their Street

Results for likelihood to use a circulator that travels on their street closely mirror the results for likelihood to use the circulator service in their area. Again, web respondents were equally as likely to indicate they were “very likely” to use the circulator if it traveled on their street as telephone respondents were likely overall (64% “very likely” vs. 65% very + somewhat likely). Not surprisingly based on their response to the previous question, residents living in Area 4 – Country Club Way who responded to the web survey again were less likely to indicate circulator usage than residents from the other three areas.

Again, it is clear that the web respondents were more likely to use the anchors of the scale to reflect their opinions than the middle points of the scale.

Table 5: Likelihood to Use – ON YOUR STREET

Likelihood to Use	Telephone Total (n=705)	Web Total (n=402)	Web Survey			
			Area 1 - N. Tempe (n=28)	Area 2 - College/ Dorsey (n=262)	Area 3 - Westside (n=51)	Area 4 - Country Club Way (n=60)
NET Likely	65%	75%	75%	79%	84%	53%
Very likely	37%	64%	61%	70%	68%	33%
Somewhat likely	28	11	14	8	16	20
Not very likely	15	3	-	3	4	3
Not at all likely	18	21	25	17	12	43
Don't know	2	1	-	2	-	-

Q7: How likely would you or anyone in your household be to use a neighborhood circulator bus if the shuttle travels on your street?

WEST GROUP RESEARCH
Answers

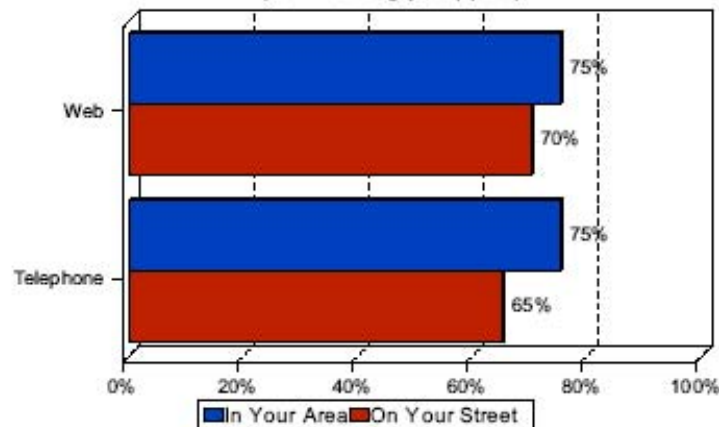
IV. Likelihood to Support Neighborhood Circulator

A. Support for Overall Program

Overall support for the neighborhood circulator program was essentially the same among web respondents as it was among residents interviewed via telephone.

Support For Neighborhood Circulator

Those Rating Support a "4" or "5" on a 5-Point Scale
("5" = strongly support)



Web n=420; Telephone n=705

WEST GROUP RESEARCH
Answers

B. Support in Their Area

Although the NET level of support for neighborhood circulator service in the area was the same among web respondents and telephone respondents, web respondents were significantly more likely to indicate they either “strongly support” circulator service in their area (69% vs. 59%) or “strongly oppose” circulator service in their area (19% vs. 7%). Once again, residents responding to the web survey who live in Area 4 – Country Club Way were least likely to indicate support for the circulator service in there area.

Table 7: Level of Support for Circulator– IN YOUR AREA

Level of Support	Telephone Total (n=705)	Web Total (n=402)	Web Survey			
			Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
NET Support	75%	75%	72%	77%	88%	53%
5 – Strongly Support	59%	69%	68%	73%	82%	45%
4	16	5	4	5	6	8
3	12	2	7	2	4	3
2	3	4		4	2	5
1 – Strongly Oppose	7	19	21	18	6	38
Don't know/Refused	2	-	-	-	-	-

Q6: Would you support or oppose neighborhood circulator service in your area, regardless of whether you personally used the service or not?

WESTGROUP RESEARCH
Answers

C. Support on Their Street

Web respondents were slightly more likely to indicate they would support neighborhood circulator service on their street than residents interviewed via telephone (70% vs. 65%). They, however, also were more likely to indicate they “strongly opposed” circulator service on their street (23% vs. 14%). Once again, support was lowest among web respondents from Area 4 – Country Club Way.

Table 9: Level of Support for Circulator– ON YOUR STREET

Level of Support	Web Survey					
	Telephone Total (n=705)	Web Total (n=402)	Area 1 - N. Tempe (n=101)	Area 2 - College/ Dorsey (n=402)	Area 3 - Westside (n=101)	Area 4 - Country Club Way (n=101)
NET Support	65%	70%	71%	73%	82%	47%
5 – Strongly Support	50%	64%	61%	68%	74%	37%
4	15	6	11	5	8	10
3	14	4	4	3	4	8
2	4	4	4	3	6	5
1 – Strongly Oppose	14	23	21	22	8	40
Don't know/Refused	3	-	-	-	-	-

Q8a: Would you support or oppose neighborhood circulator service that travels on your street, regardless of whether you personally used the service or not?

WEST GROUP RESEARCH
Answers

D. Change in Support if Traffic Calming Completed

Residents living in Area 2 – College/Dorsey who indicated they were opposed to the neighborhood circulator in their area and/or on their street were asked if they would be more or less likely to support a circulator if all of the traffic calming efforts taking place in that area would be completed first. As with the telephone survey, about one in ten respondents indicated they would be more likely to support circulator service if the traffic calming efforts in Area 2 – College/Dorsey were completed first.

If these percentages are based to the total population of web respondents from Area 2 – College/Dorsey, we find that an additional 2% of these residents would support circulator service in their area.

Table 11: Change in Support if Traffic Calming Completed
(Asked of resident in Area 2 who indicated they oppose a circulator in their area or on their street)

Level of Support	Web Survey (n=66)	Telephone (n=93)
More likely	9%	12%
Less likely	21%	28%
No difference	61%	47%
Don't know	9%	13%

Q9: Would you be more or less likely to support a neighborhood circulator in your area if all traffic-calming efforts were completed first?

E. Appropriateness of the Proposed Frequency and Hours of Service

Residents were told that the proposed hours of operation and frequency for the neighborhood circulator service is every 15 minutes between 6 am and 10 pm, 7-days a week. They were then asked to indicate how appropriate they felt the hours and frequency of service was for their area.

The majority of web respondents indicated the proposed hours for circulator service are appropriate (72%). This is slightly lower than among telephone respondents, primarily because in the telephone study only respondents who indicated they were likely to use the service were asked this question, whereas all web respondents (whether they were likely or unlikely to use the service) were given the opportunity to respond to the question. Hence, this provided another opportunity for those opposed to the service to express their opinion about the service.

Table 13: Appropriateness of Circulator Hours & Frequency

Appropriateness	Telephone Sample* (n=421)	Web Total (n=402)	Web Survey			
			Area 1 - N. Tempe (n=28)	Area 2 - College/ Dorsey (n=263)	Area 3 - Westside (n=51)	Area 4 - Country Club Way (n=60)
NET Appropriate	85%	72%	68%	76%	78%	50%
5 – Very Appropriate	64%	56%	47%	64%	49%	33%
4	21	16	21	12	29	17
3	11	5	11	4	6	5
2	2	4	4	3	8	3
1 – Not at all Appropriate	1	19	18	16	8	42
Don't know/Refused	1	-	-	-	-	-

Q5: How appropriate do you feel that the hours and frequency are for your area?

**Only asked of those "very" or "somewhat likely" to use the service in the telephone study*

WESTGROUP RESEARCH
Answers

APPENDIX A

Questionnaire



**City of Tempe Transit – Neighborhood Circulator
Questionnaire – April 2007**

Initial sample Targeted sample; N = 700; English and Spanish

Good _____. This is _____ calling from WestGroup Research on behalf the City of Tempe Transportation Division. We are conducting a survey with Tempe residents about important issues affecting the City's transit system. This is not a telemarketing call; we simply want your opinions on a variety of issues important to Tempe residents.

SCR1. Are you a Tempe resident?
Yes – CONTINUE
No – THANK AND TERMINATE

FOR THE WEB SURVEY: Have you completed a telephone survey regarding the neighborhood circulator service?

IF YES: Thank you, but this is the same survey and it is not necessary to complete both the telephone and the web survey. However, if you wish to complete the web survey as well please press any key to continue.
IF NO: CONTINUE

FOR THE TELEPHONE SURVEY: Have you completed the on-line survey regarding the neighborhood circulator service?

IF YES: Thank you, we will be asking the same questions, however, it is very important that you complete the telephone survey as well, since your household was randomly selected to participate in the telephone portion of this project.
IF NO: Continue

The questions we are going to ask you are based on where you live in Tempe. I need to ask you a series of questions about where you live in Tempe to help me determine the other questions to ask. Thank you in advance for your help on these, we'll go through these as quickly as we can to get to the survey.

SCR2. Do you live north or south of Tempe Town Lake (if necessary – the 202)?
a. North – AREA 1 and SKIP TO Q1
b. South – CONTINUE

SCR3. Do you live north or south of US 60 – the Superstition Freeway?
a. North – CONTINUE
b. South – THANK AND TERMINATE – I'm sorry we are only talking with residents who live North of the freeway. Thank you for your time.

SCR4. Do you live east or west of Priest Drive?
a. East – CONTINUE
b. West – THANK AND TERMINATE – I'm sorry we are only talking with residents who live East of Priest Drive. Thank you for your time.

SCR5. Do you live east or west of the Tempe Canal (the canal is just east of the Loop 101)?
a. East – THANK AND TERMINATE - I'm sorry we are only talking with residents who live West of the canal. Thank you for your time
b. West – CONTINUE

WESTGROUP RESEARCH
Answers

SCR6. Do you live east or west of Mill Avenue?

- a. East – GO TO SCR8
- b. West – CONTINUE

SCR7. Do you live north or south of Broadway?

- a. North – AREA 3 and SKIP TO Q1
- b. South – THANK AND TERMINATE – I’m sorry we are only talking with residents who live north of Broadway. Thank you for your time

SCR8. Do you live north or south of Apache Boulevard?

- a. North – THANK AND TERMINATE – I’m sorry we are only talking with residents who live south of Apache. Thank you for your time.
- b. South – CONTINUE

SCR9. Do you live east or west of McClintock Drive?

- a. East – AREA 4 – GO TO Q1
- b. West – AREA 2 – GO TO Q1

Thank you, we now have just a few questions to ask you.

1. Are you aware of Tempe’s neighborhood circulator bus program? Yes/No/DK
2. Have you heard about the planning process for expanding the neighborhood circulator system? Yes/No/DK
3. Do you recall receiving a letter and map from the City of Tempe in the past few days or weeks showing the proposed routes for the neighborhood circulator in your area?
 - a. YES – DO YOU HAVE IT HANDY? COULD YOU TAKE A QUICK LOOK AT IT? OR YOU CAN GO ON LINE AT <http://www.tempe.gov/TIM/Bus/NeighborhoodCirculatorExpansion.htm> to pull up the map in your area.
 - b. No - Continue
 - c. Don’t know - Continue
4. A neighborhood circulator is a free bus route that is intended to travel through neighborhoods using small shuttles connecting residents with surrounding local destinations like schools, shopping or parks, or to connect to major bus routes or the future light rail transit line. How likely would you or anyone in your household be to use a neighborhood circulator bus if in the shuttle travels IN YOUR AREA? Would you be...
 - a. Very likely
 - b. Somewhat likely
 - c. Not very likely
 - d. Not at all likely
 - e. DO NOT READ: Don’t know
- 4a. IF “NOT VERY” or “NOT AT ALL” LIKELY in Q4: Why are you not likely to use a neighborhood circulator bus IN YOUR AREA? What other reasons?

WEST GROUP RESEARCH
Answers

5. IF "VERY LIKELY" OR "SOMEWHAT LIKELY" IN Q4, The proposed hours of operation and frequency for the neighborhood circulator service is every 15 minutes between 6 am and 10pm, 7-days a week. How appropriate do you feel that the hours and frequency are for your area? Please use a 1 to 5 scale where 1 means not at all appropriate and 5 means very appropriate.

Not at all Appropriate 1 2 3 4 5 Very Appropriate 6=DK

6. Would you support or oppose neighborhood circulator service IN YOUR AREA, regardless of whether you personally used the service or not? Please use a one to five scale where "1" means you would "strongly oppose" a neighborhood circulator service in your AREA and a "5" means you would "strongly support" it.

Strongly oppose 1 2 3 4 5 Strongly support 6=DK

6a. IF "1" or "2" in Q6: Why are you opposed to neighborhood circulator service in your Area? What other reasons. PROBE FOR CLEAR EXPLANATION.

7. How likely would you or anyone in your household be to use a neighborhood circulator bus if the route travels ON YOUR STREET? Would you be...

- a. Very likely
- b. Somewhat likely
- c. Not very likely
- d. Not at all likely
- e. DO NOT READ: Don't know

7a. IF "NOT VERY" or "NOT AT ALL" LIKELY in Q7: Why are you not likely to use a neighborhood circulator bus that travels ON YOUR STREET? What other reasons?

8. Would you support or oppose neighborhood circulator service that travels ON YOUR STREET, regardless of whether you personally used the service or not? Please use a one to five scale where "1" means you would "strongly oppose" a neighborhood circulator service ON YOUR STREET and a "5" means you would "strongly support" it.

Strongly oppose 1 2 3 4 5 Strongly support 6=DK

8a. IF "1" or "2" in Q8: Why are you opposed to neighborhood circulator service on your street? What other reasons. PROBE FOR CLEAR EXPLANATION.

WEST GROUP RESEARCH
Answers

9. AREA 2 RESIDENTS ONLY and "1" or "2" in EITHER Q6 or Q8: As you may or may not be aware, the City of Tempe is addressing traffic calming issues in your area. For example, traffic calming could include things like narrowing streets or adding medians to help slow traffic. Would you be more or less likely to support a neighborhood circulator in your area if all the traffic-calming efforts were completed first?

- a. More likely
- b. Less likely
- c. Would not make a difference
- d. Don't know

10. Are there any other comments you would like to share with the City of Tempe regarding the proposed neighborhood circulator service?

Demographics

I have just a couple more questions about you so that we can classify your responses with other people who answered the survey. All of this information will be kept confidential.

D1. Gender: 1 Male 2 Female

D2. How long have you lived in Tempe?

- a. Less than one year
- b. One to two years
- c. Three to five years
- d. Six to ten years
- e. Eleven to 20 years
- f. More than 20 years
- g. Refused/DK/NA

D3. What is your age: _____

D4. Are you employed full-time, employed part-time, housewife, retired, a student or unemployed?

- a. Full-time
- b. Part-time
- c. Retired
- d. housewife
- e. Student
- f. Unemployed
- g. Refused/NA

D5. What is your address?

D5a. IF REFUSED ADDRESS: What are your nearest cross streets?

_____ and _____

Thanks for your time. That concludes our interview.

WEST GROUP RESEARCH
Answers

APPENDIX D

Proposed Orbit Jupiter Route Along College Avenue with Designated Bus Stops



This route travels in both directions unless indicated by directional arrows.

- Route travels in clockwise direction
- Route travels in counter clockwise direction

Proposed route

Connecting bus routes

- Requires restriping
- Requires more extensive modifications

- 3 Broadmor
- 5 Carminati
- 16 McKemy Mickle

Proposed hours:
6am to 10pm,
7 days a week

Proposed frequency:
Every 15 minutes

APPENDIX E

As Tempe residents who live near College Avenue, between Apache and Southern, we strongly support the proposed Neighborhood Circulator as it *greatly* *improved* along College. We oppose the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
LAURA KAUFER	111 E. 14th St.	85281	5-1-07	<i>[Signature]</i>
Abigail Terhune	112 E. 14th St	85281	5/1/07	<i>[Signature]</i>
Jana Crane	44 E. 14th St.	85281	5/3/07	<i>[Signature]</i>
Stephen Crane	44 E. 14th St	85281	5/3/07	<i>[Signature]</i>
George Friedman	107 E. 14th St	85281	5/5/07	<i>[Signature]</i>
ALEX KAUFER	37 E 14th St	85281	5/5/07	<i>[Signature]</i>
GUORON KAUFER	37 E 14th St	85281	5/5/07	<i>[Signature]</i>
Kenzie Williams	32 E. 14th	85281	5/5/07	<i>[Signature]</i>
Steven Williams	32 E 14th	85281	5/5/07	<i>[Signature]</i>
Nick Williams	32 E. 14th	85281	5/5/07	<i>[Signature]</i>
Ira Ellman	101 East 14th St	85281	5/5/07	<i>[Signature]</i>
Auram Ellman	101 East 14th St	85281	5/5/07	<i>[Signature]</i>
Lori Messer	110 E. Redman Dr.	85282	5/5/07	<i>[Signature]</i>

7-1

480-858-7057

and Tem Climate

May 15 07 09:31a

48C-688-284

Please do not send our Calculator on a time-consuming detour to Mill Avenue!

May 16 17 08:32a

14 JUL 67 04 50Z

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

[illegible]

Minutes of University Park Neighborhood Association Meeting

5/8/2007 7pm

Call to Order

Presentation/Discussion of Circulator and College Calming with Bennie Richardson (as City Employee)

Comments from the attendees regarding the Circulator.

Motion was made by Ira Filmer that (in paraphrase) "The UPNA support the Circulator Transit program as envisioned and currently (5/8/2007) defined by the city with the route up College with "flag stops" and in conjunction with the proposed traffic calming and that the City continue to monitor the program for any needed changes in the future."

A second was heard from Greg Ellison

Vote count was 28 to 0 in favor of the motion with no abstentions.

Adjourn

UNIVERSITY PARK NEIGHBORHOOD ASSN.

(28) (170+)

5/8/07

NAMES

ADDRESSES

E-MAIL

Paul Johnson	335 E 15th	PaulJohnson@TUM.CO?
Ira + Tara Eilman	101 E 14	ira@asu.edu tara_eilman@hotmail.com
Opma & Stephen Crane	44 E. 14th St.	jama.crane@duke.edu
George Figueroa	107 E. 14th St	g.figueroa@gmail.com
Jo Johnson	1411 S. Oakley Pl	3451411@aol.com
Pat Moore	31 E. 14th	Patricia.Moore@asu.edu
Pamela Wessel	1412 S Oakley	
Paul Kent	23 E 15th	
Rick Creath	341 E 15th	creath@asu.edu
Jane Maerzke	" "	maerzke@asu.edu
Lynnda Williams	52 E 14th	Lynnda.Williams@asu.edu
Stanley Williams	" "	Stanley.Williams@asu.edu
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Phil Hedrick	72425 E. HARRIS RD, LOPEL	philhedrick@asu.edu
Jose Menendez	309 E 14th St.	jose.menendez@asu.edu
Sally & Kellen Hughes	1425 S. College Ave	Kellen@CSB.edu
Mary Ann Marcos	5 E 14th St	MaryAnn@asu.edu
Greg E. Ellison	48 S 15th	Greg.Ellison@asu.edu
Laurie Lundqvist	1417 S. Grandview	Laurie.Lundqvist@asu.edu

500-17
St-Broadway

~~Revised~~ 2-5-2007. am

Laura Kaye - yes - to circulator

Hester Alson

Harrison Architects

10.10

As Tempe residents who live near College Avenue, between Apache and Southern, we strongly support the proposed Neighborhood Circulator as originally routed along College. We oppose the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
BARBARA JONES	29 E 15th St	85281	4/29/07	Barbara Jones
MARK JONES	29 E 15th St	85281	4/29/07	Mark Jones
DEB Goff	1433 S. Mill Ave	85281	4/29/07	Deb Goff
LEN Goff	"	"	"	Len Goff
LORIE LUCAS	1417 S. Grandview Dr	85281	4/29/07	Lorie Lucas
Dan Collins	1417 S. Grandview Dr	85281	4/29/07	Dan Collins
Selma Deller	1418 S. Grandview Dr	85281	4/29/07	Selma Deller
Rachel Wessel	1418 S. Grandview Dr	85281	4/29/07	Rachel Wessel
Tomela Foster	1418 S. Grandview Dr	85281	4/29/07	Tomela Foster
Patricia Brown	1418 S. Grandview Dr	85281	4/29/07	Patricia Brown
Gill Johnson	1418 S. Grandview Dr	85281	4/29/07	Gill Johnson
Alicia Wilbur	1418 S. Grandview Dr	85281	4/29/07	Alicia Wilbur
DAVE VICTORSON	1418 S. Grandview Dr	85281	4/29/07	Dave Victorson

ONLY IF YOU PURCHASE ALTERNATIVE FUEL VEHICLES FOR ALL OF THE VEHICLES IN THIS ORBIT FLEET

As Tempe residents who live near College Avenue, between Alameda and Southern, we strongly support the proposed Neighborhood Circulator as originally routed along College. We oppose the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
Michael Schubert	333 E. Geneva	85282	4-14-07	<i>Michael Schubert</i>
MARGARET CONNIGHT	320 E. GENEVA	85282	4-15-07	<i>Margaret Connigh</i>
JAMES CONNIGHT	220 E. GENEVA	85282	4-15-07	<i>James Connigh</i>
Millicent Matheson	720 E. Geneva	85282	4/17/07	<i>Millicent Matheson</i>
Alan Matheson	720 E. Geneva	85282	4/17/07	<i>Alan Matheson</i>
Donna Higgins	704 E. Geneva	85282	4/18/07	<i>Donna Higgins</i>
Wendy Avery	709 E. GENEVA	85282	4/21/07	<i>Wendy Avery</i>
Robert Osborn	728 E. Geneva	85282	4/22/07	<i>Robert Osborn</i>
Donna Sue Colla	605 E. Ballou	85282	4/23/07	<i>Donna Sue Colla</i>
Ralph Colla	605 E. Ballou	85282	4/23/07	<i>Ralph Colla</i>
Pen Thompson	333 E. 15th St.	85281	4/30/07	<i>Pen Thompson</i>
Robyn	315 E. Ballou Dr.	85282	5/3/07	<i>Robyn</i>

As Tempe residents who live near College Avenue, between Alameda and Southern, we strongly support the proposed Neighborhood Circulator as originally routed along College. We oppose the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and air traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue.

Name (printed)	Street Address	Zip Code	Date	Signature
Doris M. Revere	712 E. Geneva Dr.	85282	4/15/07	Doris M. Revere
Michael Shelton	712 E. Geneva Dr.	85282	4/15/07	Michael Shelton
Stephanie Craig	714 E. Geneva Dr.	85282	4/15/07	Stephanie Craig
Walter Higgins	704 E. Geneva Dr.	85282	4/15/07	Walter Higgins
Cheryl Koster	618 E. Geneva Dr.	85282	4/15/07	Cheryl Koster
Andrew Koster	3113 S. La Rosa Dr.	85282	4/15/07	Andrew Koster
Ray D. Jinday	3113 S. La Rosa Dr.	85282	4/15/07	Ray D. Jinday
Debra Gault	532 E. Geneva Dr.	85282	4/15/07	Debra Gault
Deborah Pfisterer	524 E. Geneva Dr.	85282	4/15/07	Deborah Pfisterer
Helen Stodd	510 E. Geneva Dr.	85282	4/15/07	Helen Stodd
Kim Murray	502 E. Geneva Dr.	85282	4/15/07	Kim Murray
Walter Murray	502 E. Geneva Dr.	85282	4/15/07	Walter Murray
Anthony Brazel	426 E. Geneva Dr.	85282	4/15/07	Anthony Brazel

As Tempe residents who live near College Avenue, between Alameda and Southern, we strongly support the proposed Neighborhood Circulator as originally routed along College. We oppose the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
Joanne V. Zimmer	733 E. Geneva Dr.	85282	4/15/07	Joanne V. Zimmer
Wendy L. Rider	621 E. Geneva Dr.	85282	4/15/07	Wendy L. Rider
Charles A. Rider	621 E. Geneva Dr.	85282	4/15/07	Charles A. Rider
Robert T. Rider	621 E. Geneva Dr.	85282	4/15/07	Robert T. Rider
John Cohen	537 E. Geneva	85282	4/15/07	John Cohen
Shirley M. Rider	725 E. Geneva	85282	4/15/07	Shirley M. Rider
Kathleen Cook	503 E. Geneva	85282	4/15/07	Kathleen Cook
Jack Asmus	503 E. Geneva Dr.	85282	4/15/07	Jack Asmus
Parker Marshall	427 E. Geneva Dr.	85282	4/15/07	Parker Marshall
Julia Marshall	427 E. Geneva Dr.	85282	4/15/07	Julia Marshall
Catherine Wark	413 E. Geneva Dr.	85282	4/15/07	Catherine Wark
Barbara Lammer	413 E. Geneva Dr.	85282	4/15/07	Barbara Lammer
Ken Sullivan	725 E. Geneva Dr.	85282	4/15/07	Ken Sullivan

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tennessee Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for stopping for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulars on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
NANCY JANK	529 E. Del Rio Dr	85282	4-15-07	[Signature]
GRAY CAVENDER	529 E. Del Rio Dr	85282	4-15-07	[Signature]
Richard Kinner	520 E. Fairmont Dr	85282	4-15-07	[Signature]
Charles Phipps	410 E. Fairmont	85282	15 APR 2007	[Signature]
Quinn Kays	315 E. Fairmont Dr	85282	4/15/07	[Signature]
Nancy Kays	315 E. Fairmont Dr	85282	4/15/07	[Signature]
Michael S. Gien	413 E. Fairmont Dr	85282	04/15/07	[Signature]
DAN GIBSEN	423 E. Fairmont Dr	85282	04/15/07	[Signature]
Karen Corral	513 E. Fairmont Dr	85282	4/15/07	[Signature]
Yous Gortzak	539 E. Fairmont	85282	4/15/07	[Signature]

As Tempe residents who live near College Avenue, between Alameda and Southern, we strongly support the proposed Neighborhood Circulator as originally routed along College. We approve the proposal to re-route the Circulator away from College.

As originally routed, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the Tempe Transportation Division, the Circulator would reduce pollution, traffic volume, and traffic speed on College Avenue, and so would increase safety for pedestrians and cyclists, whether children or adults. The Circulator would also make College Avenue safer by providing an alternative for teenage drivers, individuals with declining vision, and others. Many of us look forward to using the Circulator for our daily commutes, for shopping, for going out on evenings and weekends, and for sending our children to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue.

Louise Penner

Name (printed)	Street Address	Zip Code	Date	Signature
Virginia Funder	314 E Del Rio Dr	85282	April 16	Charmaine T. Funder
Elizabeth Warner	518 E Del Rio Dr	85282	April 16	Elizabeth Warner
Tina Williams	518 E Del Rio Dr	85282	April	Tina Williams
Joan Smith	332 E Del Rio Dr	85282	April 16	Joan Smith
Drew Swanson	422 E Del Rio Dr	85282	4/16/07	Drew Swanson
Deanna Kelley	408 E Del Rio Dr	85282	4-16-07	Deanna Kelley
Archie Espinoza	510 E Del Rio Dr	85282	4-16-07	Archie Espinoza
Arthur Smith	510 E Del Rio	85282	4-16-07	Arthur Smith
Ed Silva	525 E Del Rio	85282	4/16/07	Ed Silva
Quynh Sylvester	528 E Del Rio	85282	4/16/07	Quynh Sylvester

As originally voted, the Neighborhood Circulator would greatly benefit our neighborhood. According to data from the League of Women Voters, the Circulator would *reduce* pollution, traffic volume, and traffic speed on College Avenue, and so would provide a safe environment for children. The Circulator would also make College Avenue safer by providing an alternative for pedestrians and cyclists, whether children or adults. Many of us look forward to using the Circulator for our daily commutes, for stopping, for going out on evenings and weekends, and for sending a child to school.

Please do not send our Circulator on a time-consuming detour to Mill Avenue!

Name (printed)	Street Address	Zip Code	Date	Signature
James Ford	533 E. Del Rio Dr.	85282	4/14/07	James Ford
Miko Ford	533 E. Del Rio Dr.	85282	4/14/07	Miko Ford
Dwayne FINE	325 E. Del Rio Dr.	85282	4/14/07	Dwayne Fine
Felix Fine	525 E. Del Rio Dr.	85282	4/14/07	Felix Fine
Larry Fines	519 E. Del Rio Dr.	85282	4/14/07	Larry Fines
BRUCE FINE	501 E. Del Rio Dr.	85282	4/14/07	Bruce Fine
Joe Fines	485 E. Del Rio	85282	4/14/07	Joe Fines
Kelly Moore	409 E. Del Rio	85282	4/14/07	Kelly Moore
Helen Moore	403 E. Geneva Dr.	85282	4/15/07	Helen Moore
Michael Moore	405 E. Geneva	85282	4/15/07	Michael Moore

TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281



We, the undersigned, are in opposition to issuing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
1) RUTH KOBZ	Ruth Kobz	18 E. Encanto, Tempe	(480) 968-6815	rkobz@comcast.net
2) HARVEY A. SMITH	Harvey A. Smith	18 E. Concorda Drive	(480) 765-0515	hsmith@comcast.net
3) JERRY SCHWITTE	Jerry Schwitte	208 E. PALMCREST DR	(480) 968-3526	jschwitte@comcast.net
4) A. N. L. SCHWITTE	A. N. L. Schwitte	208 E. PALMCREST DR	(480) 968-3526	aschwitte@comcast.net
5) DOUGLAS GABES	Douglas Gabes	209 E. PALMCREST DR	(480) 968-3526	dgabes@comcast.net
6) MURIEL PATTER	Muriel Patter	136 E. Palmcrest Dr	(480) 968-3526	
7) Wayne Toyson	Wayne Toyson	136 E. Palmcrest Dr	(480) 968-3526	
8) Jeanne Toyson	Jeanne Toyson	136 E. Palmcrest Dr	(480) 968-3526	
9) ANITA L. GORNTAL	Anita L. Gorntal	100 E. Palmcrest Dr	(480) 968-3526	
10) DANIEL GORNTAL	Daniel Gorntal	100 E. Palmcrest Dr	(480) 968-3526	
11) Angela Cunningham	Angela Cunningham	17 E. Palmcrest	(480) 968-3526	
12) J. Sallander	J. Sallander	37 E. Palmcrest	(480) 968-3526	
13) Patricia Williams	Patricia Williams	33 E. Palmcrest	(480) 968-3526	
14) David J. Williams	David J. Williams	33 E. Palmcrest	(480) 968-3526	
15) Anthony Williams	Anthony Williams	49 E. Palmcrest Dr	(480) 968-3526	



10: Greg Jordan, Transit Administrator
City of Tempe
20 E. 6th Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "Neighborhood Circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned:

Name (Print)	Signature	Address	Telephone No.	Email Address
14. William Chaske	<i>William Chaske</i>	103 E. Palmar Dr	480-649-4170	
15. Michael Rosenham	<i>Michael Rosenham</i>	103 E. Palmar Dr	480-649-4170	
16. Bobi Chaske	<i>Bobi Chaske</i>	2121 S. Ventana Dr	480-350-9108	
17. James Patterson	<i>James Patterson</i>	123 E. Palmar Dr	480-929-0854	jpat@tempe.net
18. Jessica Jackson-Hartman	<i>Jessica Jackson-Hartman</i>	121 E. Palmar Dr	480-929-9529	j@msn.com
19. Lakely Baker	<i>Lakely Baker</i>	203 E. Palmar Dr	480-929-5317	
20. Stephanie Dekin	<i>Stephanie Dekin</i>	2040 S. College Ave	- 446-0880	
21. Elvin Tayson	<i>Elvin Tayson</i>	2028 S. College Ave	480-917-6633	
22. Myrtle Taylor	<i>Myrtle Taylor</i>	2028 S. College Ave	480-917-6633	
23. WYNNE KELLS	<i>Wynne Kells</i>	2028 S. College Ave	480-917-6633	
24. John Fields	<i>John Fields</i>	2028 S. College Ave	480-917-6633	
25. Thomas Cates	<i>Thomas Cates</i>	2028 S. College Ave	480-917-6633	
26. GARY WILKINSON	<i>Gary Wilkinson</i>	2028 S. College Ave	480-917-6633	
27. JESSICA CAMPBELL	<i>Jessica Campbell</i>	2028 S. College Ave	480-917-6633	
28. John Fields	<i>John Fields</i>	2028 S. College Ave	480-917-6633	



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and harm property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
30) GREGORY R. BOWLES	<i>Gregory R. Bowles</i>	2041 S. ESTERLINE	967-2746	
31) M. J. JONES	<i>M. J. Jones</i>	2535 E. E. DAVENPORT	967-1462	
32) John Whitmore	<i>John Whitmore</i>	2028 S. G. CAMPBELL	967-3954	
33) W. DAVID DORRAN	<i>W. David Dorran</i>	332 A. 44-1	480-727-2309	
34) Drew Anderson	<i>Drew Anderson</i>	337 E. Apt. 10	480-250-4061	
35) DAVE FORWOOD	<i>Dave Forwood</i>	344 E. AEPPLI DR	480-941-0605	
36) Lyndee Johnson	<i>Lyndee Johnson</i>	2007 S. Sierra Vista	480-46-3321	
37) Betty Bunde	<i>Betty Bunde</i>	338 E. Parque	480-967-5332	
38) Hish Chyna	<i>Hish Chyna</i>	325 S. 1st Avenue	602-672-5341	bypass circulation & parkway on 1st Ave
39) S. G. L. L. L.	<i>S. G. L. L. L.</i>	337 E. P. L. L. L.	967-35-2222	
40) VIRGINIA GRIFFIN	<i>Virginia Griffin</i>	329 E. PALMBOFF	967-9339	
41) CLAUDIA JONES	<i>Claudia Jones</i>	324 E. PALMBOFF	967-4539	
42) DAVID SOLAN	<i>David Solan</i>	2215 S. Sierra Vista Dr.	480-748-1070	
43) Kristin Clark	<i>Kristin Clark</i>	221 S. Sierra Vista Dr.	480-748-3338	
44) W. L. L. L.	<i>W. L. L. L.</i>	332 E. 1st Street	480-552-0665	



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

Via the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
361) Brian Bowles	<i>Brian Bowles</i>	286 E. Fairmount Dr.	(480) 967-1626	bollyandmolly@gmail.com
362) Lane Bowler	<i>Lane Bowler</i>	236 E. Fairmount Dr.	(480) 967-4626	mablekiss@yahoo.com
363) Doree Lyons	<i>Doree Lyons</i>	233 S. Forest	480-794-4426	CEC22051@aol.com
364) Collier Lyons	<i>Collier Lyons</i>	2034 S. Forest, L	(480) 419-5290	Collier2022@hotmail.com
365) Diana Ogilvie	<i>Diana Ogilvie</i>	9634 S. Verde	480-944-0315	
366) Stephen Ruppel	<i>Stephen Ruppel</i>	220 E. Harvard Dr.	480-262-8630	n/a
367) Ben Ruppel	<i>Ben Ruppel</i>	220 E. Harvard Dr.	480-262-8637	n/a
368) Myra de la Oda	<i>Myra de la Oda</i>	140 E. Santa Rosa	480-927-8602	mablekiss@yahoo.com
369) MARY MARLETTE	<i>Mary Marlette</i>	611 E. ERIC Dr.	480-967-1139	n/a
370) Jean GREVES	<i>Jean Greves</i>	407 E. Loma Vista Dr.	480-858-9663	kathleenmari@yahoo.com
371)				
372)				
373)				
374)				
375)				



TO: Greg Jordan, Transit Administrator
City of Tempe
20 E. 6th Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to making the "neighborhood circulator" a long College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
Melissa Lukst	M. Lukst	1917 E. Pennsylvania Ave	480-510-7723	melissa.lukst@tempe.gov
Bob Bostic	Bob Bostic	603 E. 1st Street	480-773-2323	
Till Timmons	Till Timmons	1117 E. La Donna	480-242-3015	
Gwen Cordiak	Gwen Cordiak	8833 S. Lakeshore Dr	480-776-7885	Gwen.Cordiak@tempe.gov
David Whipple	David Whipple	235 E. Duane Dr.		
Lisa Jones	Lisa Jones	2182 E. Jessem St	(480) 757-3239	Lisa.Jones@tempe.gov
JOHN C. KENNEDY	Mr. Kennedy	15 W. Loma Vista	602-240-1200	
Mike Bels	Mike Bels	724 E. Granada Dr	480-773-7232	
Robert	Robert	1137 E. Knight Dr	480-335-0754	
Marion Walker	Marion Walker	1574 E. 1st St	480-897-7797	
Marion Walker	Marion Walker	3430 S. Lake Shore Dr	480-773-5078	
Mike Bels	Mike Bels	3049 Granada Dr	480-773-5078	
Julie Hoke	Julie Hoke	1800 E. McDowell Dr	480-773-7568	
Beckie Walker	Beckie Walker	118 E. Loma Vista Dr	480-897-7797	
Gregory B. Jones	Gregory B. Jones	603 E. Loma Vista	480-966-6657	



TO: Greg Jordan, Transit Administrator
 City of Tempe
 201 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause unsafe congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
181) David R. Rosoff	<i>David R. Rosoff</i>	2510 S. Greenview Ave.	736-0665	David.Rosoff@att.net
182) Teresa Perryline	<i>Teresa Perryline</i>	2512X S. Grandview Ave.	480-966-5700	TPerryline@cox.net
183) Jack Perrine	<i>Jack Perrine</i>	2508 S. Grandview	480-966-5700	JPerrine@cox.net
184) Gregory I. Conrad	<i>Gregory I. Conrad</i>	174 E. Loma Vista Dr.	480-821-2029	
185) Steve T. Conrad	<i>Steve T. Conrad</i>	124 E. Loma Vista Dr.	480-821-2029	STC@cox.net
186)				
187)				
188)				
189)				
190)				
191)				
192)				
193)				
194)				
195)				



TO: Greg Jordan, Transit Administrator
City of Tempe
20 E. 6th Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
3490 + Binkley	[Signature]	1060 E. Camino Dr	480 418 8888	
3491 E. Arizona	[Signature]	114 E. PARK Dr		
3492 Bennett Canyon	[Signature]	136 E. Camino Drive		480 480 8888
3493 [unclear]	[Signature]	318 E. Camino Dr		
3494 Martha Hatch	[Signature]	245 E. Balboa Dr		hatching@comcast.net
3495 Brian Hatch	[Signature]	245 E. Balboa Dr		
3496 Patricia A. Dwyer	[Signature]	239 E. Balboa Dr		
3497 Mary Gannon	[Signature]	221 E. Balboa		
3498 Chris Dwyer	[Signature]	121 E. Balboa		
3499 [unclear]	[Signature]	109 E. Balboa		480 7 8000 8888
3500 [unclear]	[Signature]	108 E. Balboa		
3501 Dale Wiltse	[Signature]	109 E. Balboa		
3502 Robert Allen	[Signature]	114 E. Balboa		
3503 Pete Walton	[Signature]	124 E. Balboa		480 480 8888
3504 Mike Gannon	[Signature]	226 E. Balboa		



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 9th Street
 3rd Floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
121) B. S. H. Jr. Tevin Lee	<i>[Signature]</i>	1304 E. El Camino	480-962-6773	
122) Arthur M. Adams	<i>[Signature]</i>	2305 E. Camino	480-967-2889	
123) L. Tere, Dan Ryan	<i>[Signature]</i>	2305 S. El Camino	480-735-2337	
124) John Chavez	<i>[Signature]</i>	2307 S. El Camino	480-969-6707	
125) Ross Edmiston	<i>[Signature]</i>	318 E. Concorda Dr	602-561-9124	
126) Mike Connelly	<i>[Signature]</i>	11	11	
127) Peggy Vissicari	<i>[Signature]</i>	336 E. Concorda	602-280-0363	
128) Phil K. Krasnowski	<i>[Signature]</i>	"	"	
129) Patricia Thoma	<i>[Signature]</i>	224 E. Concorda Dr.	480-966-5877	
130) Anthony K. Pichler	<i>[Signature]</i>	304 E. Concorda Dr.	480-966-6381	
131) Margaret C. Cofranceschi	<i>[Signature]</i>	304 E. Concorda Dr.	480-966-6381	
132) Fred D. Louden	<i>[Signature]</i>	220 E. Concorda Dr.	480-967-4100	
133) Carl R. L. O'Connell	<i>[Signature]</i>	220 E. Concorda Dr.	480-966-6381	
134) Cindy W. Winters	<i>[Signature]</i>	231 E. Concorda Dr.	480-966-6381	
135) William D. S. S. S. S.	<i>[Signature]</i>	205 E. Concorda Dr.		



Greg Gersbach, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
136 Sally Brady-Zuniga	<i>Sally Brady-Zuniga</i>	313 E. Camelback	480-962-5260	
137 David Watts	<i>David Watts</i>	339 E. Camelback	480-962-7524	
138 Margaret M. Gage	<i>Margaret M. Gage</i>	244 S. Camelback	480-962-4534	
139 Michael W. Jansky	<i>Michael W. Jansky</i>	2545 S. Camelback	480-962-8112	
140 William K. Brand	<i>William K. Brand</i>	2526 S. Camelback	480-962-1857	
141 John E. Baker	<i>John E. Baker</i>	220 E. Camelback Dr.	480-921-2872	
142 JACOB FUCHS	<i>Jacob Fuchs</i>	2035 S. COLLEGE AVE	480-967-9614	
143 Rick Vujic	<i>Rick Vujic</i>	2034 S. College Ave	602-299-3000	
144 Elizabeth Vujic	<i>Elizabeth Vujic</i>	2034 S. College Ave	602-344-0222	
145 MIKE ROGER	<i>Mike Roger</i>	221 E. Camelback Dr.	480-262-2140	
146 Marina Roper	<i>Marina Roper</i>	221 E. Camelback Dr.	480-966-9358	
147 Susan Rouch	<i>Susan Rouch</i>	405 E. Camelback Dr.	480-628-9145	
148 Stephen Rouch	<i>Stephen Rouch</i>	505 E. Camelback Dr. #1	480-235-9212	
149 Janet Taylor	<i>Janet Taylor</i>	176 E. Camelback	480-967-3951	
150 Doug Taylor	<i>Doug Taylor</i>	170 E. Camelback	480-967-3951	



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood stipendium" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
100) Doyle Timm	<i>Doyle Timm</i>	2014 S. Forest Ave	480-274-0723	N/A
101) Lon Hiding	<i>Lon Hiding</i>	2011 S Forest Ave	480-5579-533	lndng@bnet.net
102) Andrew Benita	<i>Andrew Benita</i>	2013 S. Forest Ave	480-921-1194	abnita@bnet.net
103) Alicia Zen	<i>Alicia Zen</i>	2025 S. College Ave #3	480-528-4154	zena@bnet.net
104) [Name]	<i>[Signature]</i>	1109 E. McDowell	480-761-3104	N/A
105) [Name]	<i>[Signature]</i>	1017 E. McDowell	480-100-3414	agame@bnet.net
106) Chris Horak	<i>Chris Horak</i>	719 E. Alexander Dr.	602-628-4569	nigelhorak@bnet.net
107) Toby Bennett	<i>Toby Bennett</i>	2607 S. McDowell	480-577-8705	
108) Gili Seeger	<i>Gili Seeger</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
109) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
110) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
111) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
112) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
113) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
114) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
115) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
116) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
117) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
118) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
119) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net
120) [Name]	<i>[Signature]</i>	2501 S. Palm Dr.	480-734-5716	gseeger@bnet.net



TO: Greg Jordan, Transit Administrator
 City of Tempe
 30 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulation" along Oak Ridge. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
316) Susan Johnston	<i>Susan Johnston</i>	419 E. Palmar Dr.		
317) Robert B. Pinner	<i>Robert B. Pinner</i>	1113 E. Palmar Dr.	480 967-9027	rpinner@cox.net
318) Mark K. Helton	<i>Mark K. Helton</i>	429 E. Palmar Dr.	480 967-9027	
319) Daniel Jensen	<i>Daniel Jensen</i>	539 E. Palmar Dr.	480 967-9027	
320) Mary K. McLaughlin	<i>Mary K. McLaughlin</i>	509 E. Palmar Dr.	480 967-9027	
321) Richard E. Evans	<i>Richard E. Evans</i>	303 E. Palmar Dr.	480 967-9027	
322) E. Evans	<i>E. Evans</i>	303 E. Palmar Dr.	480 967-9027	
323) Michaela Guereiro	<i>Michaela Guereiro</i>	315 E. La Jolla Dr.	480 967-9027	
324) Victoria Guereiro	<i>Victoria Guereiro</i>	315 E. La Jolla Dr.	480 967-9027	
325) David Guereiro	<i>David Guereiro</i>	315 E. La Jolla Dr.	480 967-9027	
326) Andrew Guereiro	<i>Andrew Guereiro</i>	315 E. La Jolla Dr.	480 967-9027	
327) Janet E. Calandini	<i>Janet E. Calandini</i>	224 E. Fairmont Dr.	480 967-9027	
328) Howard Calandini	<i>Howard Calandini</i>	224 E. Fairmont Dr.	480 967-9027	
329) Jean M. Sullivan	<i>Jean M. Sullivan</i>	219 E. Fairmont Dr.	480 967-9027	
330) Cindy V. Bortles	<i>Cindy V. Bortles</i>	220 E. Fairmont Dr.	480 967-9027	



TO: Greg Jordan, Transit Administrator
City of Tempe
20 E. 6th Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to raising the "weight-exceeded surcharge" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
301) Lawrence Williams	<i>Lawrence Williams</i>	525 E. Broadway Dr	480-839-2737	
302) Bill Jones	<i>Bill Jones</i>	525 E. Broadway Dr	480-227-7717	
303) Steve Martin	<i>Steve Martin</i>	403 E. Broadway Av	480-330-9330	
304) Eric Michael	<i>Eric Michael</i>	522 E. Broadway	480-784-7462	
305) Chris Wiggins	<i>Chris Wiggins</i>	402 E. Broadway Dr	940-631-8703	
306) Bob Thompson	<i>Bob Thompson</i>	416 E. Broadway	480-593-1999	
307) Thomas Thayer	<i>Thomas Thayer</i>	504 E. Broadway	480-966-1603	
308) Mike Anderson	<i>Mike Anderson</i>	522 E. Broadway	480-967-1398	
309) Jeff Austin	<i>Jeff Austin</i>	608 E. Broadway	602-916-8861	
310) Robert Campbell	<i>Robert Campbell</i>	616 E. Broadway	480-966-5200	
311) Eric Johnson	<i>Eric Johnson</i>	522 E. Broadway Dr	480-966-1115	
312) Vick Kouschak	<i>Vick Kouschak</i>	600 E. Broadway Dr	480-966-7197	
313) William Williams	<i>William Williams</i>	601 E. Broadway		
314) Evangeline Korte	<i>Evangeline Korte</i>	437 E. Broadway	480-829-1213	
315) Linda Howard	<i>Linda Howard</i>	431 E. Broadway	480-829-1213	



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "Neighborhood Circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
331) Leslie M. Ochoa	<i>Leslie M. Ochoa</i>	239 E. Coy Dr	968-4638	---
332) Sharon Cindy	<i>Sharon Cindy</i>	235 E. Eno Dr	(480) 231-4938	---
333) Christine Phillips	<i>Christine Phillips</i>	27 Eno Dr	480-88-1003	---
334) Phyllis K. Fink	<i>Phyllis K. Fink</i>	263 E. Erie	480-967-7214	---
335) Sandra Bergman	<i>Sandra Bergman</i>	9 E. Erie	480-988-1715	---
336) Heather Mayes	<i>Heather Mayes</i>	14 E. Erie Dr	480-770-2346	---
337) Patsy Gee	<i>Patsy Gee</i>	102 E. Eno	961-3413	---
338) Ronald R. Berman	<i>Ronald R. Berman</i>	232 E. Erie	968-6064	---
339) Whitney Bradwell	<i>Whitney Bradwell</i>	538 E. Erie	504-3250	---
340) Aaron Balzer	<i>Aaron Balzer</i>	105 E. Del Rio Dr	786-2327	---
341) Joseph Mariak Hopper	<i>Joseph Mariak Hopper</i>	245 E. Coates Dr.	968-9932	---
342) Linda D. Mossley	<i>Linda D. Mossley</i>	221 E. Coates Dr.	(480) 804124	---
343) George R. Hopper	<i>George R. Hopper</i>	245 E. Coates Dr.	480-988-1015	---
344) Devin R. R...	<i>Devin R. R...</i>	103 E. Coates	480-967-2539	---
345) <i>Wynne R...</i>	<i>Wynne R...</i>	17 E. Coates	602-961-6113	---



TO: Greg Jordan, Transit Administrator
City of Tempe
301 E. 6th Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	E-mail Address
45) Todd Kallmyer	Todd Kallmyer	335 E. La Oros Dr.	480-924-5270	atced@msi.com
47) Kelly Hedberg	Kelly Hedberg	301 E. La Oros Dr.	480-966-5781	kellyhedberg@aol.com
48) Todd Bort	Todd Bort	805 E. Broadway Dr.	480-968-3882	
49) Dennis Dorman	Dennis Dorman	332 Arenal	480-967-2327	D.Dorman@comcast.net
50) Kathleen Hagen	Kathleen Hagen	202 E. Palmview Dr.	480-968-4229	
51) John Furr	John Furr	224 S. Frank Ave.	480-967-6241	John.Furr@comcast.net
52) Ellen White	Ellen White	230 E. Santa Vista	480-446-7518	ellenwhite@comcast.net
53) Michael White	Michael White	311 E. Santa Vista	480-967-2327	
54) Mike Roberts	Mike Roberts	330 E. Santa Vista	480-967-2327	
55) Mary Johnson	Mary Johnson	346 E. Santa Vista	480-967-2327	maryjohnson@comcast.net
56) Ashley Vintura	Ashley Vintura	619 E. Santa Vista Dr.	480-967-2327	ashleyvintura@comcast.net
57) Marjorie Bristle	Marjorie Bristle	603 E. Santa Vista	480-966-1162	MarjorieBristle@comcast.net
58) Terry Van Kirk	Terry Van Kirk	525 E. Santa Vista	480-967-2327	terryvan@comcast.net
59) Ray Grace	Ray Grace	517 E. Santa Vista	480-967-2327	
60) Dorene Buck	Dorene Buck	3308 D. E. (Carmichael)	480-967-2327	



10: Greg Jordan, Transit Administrator

City of Tampa

20 E. 6th Street

3rd Floor

Tampa, AZ 33281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this route cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
61) Gerald Taylor	<i>Gerald Taylor</i>	30 E. Concordia Dr	480-966-7705	gerald.taylor@cox.net
62) Mary Lou Taylor	<i>Mary Lou Taylor</i>	30 E. Concordia Dr	480-966-7705	marylou.taylor@cox.net
63) STAR Patton	<i>STAR Patton</i>	104 E. Concordia Dr	480-968-9781	
64) Bill Stone	<i>Bill Stone</i>	110 E. Concordia Dr	(480) 966-4194	bill.stone@cox.net
65) Richard Trehan	<i>Richard Trehan</i>	115 E. Concordia Dr	(480) 968-4400	rtrehan@cox.net
66) Rosemary Trehan	<i>Rosemary Trehan</i>	115 E. Concordia Dr	480-968-4400	rtrehan@cox.net
67) Mary Webb	<i>Mary Webb</i>	2517 S. Forest	480-967-1874	
68) George Penzance	<i>George Penzance</i>	2517 S. Forest	480-967-1874	penzance@cox.net
69) Barbara Hackborth	<i>Barbara Hackborth</i>	125 E. Lane Vista Dr	480-966-4841	
70) JAMES CHERL	<i>James Cherl</i>	125 E. Lane Vista	480-967-5888	
71) DR MAUREN CHERL	<i>Maureen Cherl</i>	125 E. Lane Vista	480-966-5888	
72) Laura Hackborth	<i>Laura Hackborth</i>	2504 S. Grandview Ave	480-894-1910	
73) Robert Atkinson	<i>Robert Atkinson</i>	2504 S. Grandview Ave	480-894-1910	Robert.Atkinson@cox.net
74) A. Trinkle Jones	<i>A. Trinkle Jones</i>	2510 S. Grandview Ave	480-736-1265	atrinkle@cox.net

OPPOSE BUS on COLLEGE⁽⁴⁾

Safety issues

NAME PLEASE PRINT	ADDRESS	TEL OR EMAIL
Symon	27 E. Redondo Dr	
Sharon Zimmerman	21 E. Redondo Dr	480-968-1951
Ali A.	2415 S. Grandview	
Matthew Harrison	2416 S. Grandview	480-296-8024
DON LABATO	2412 S. GRANDVIEW	
GLORIA BACA	2412 S. GRANDVIEW	
Don Ricken	2313 S. GRANDVIEW	
Ginny Ricken	2313 S. Grandview	

OPPOSE BUS on COLLEGE

Safety issues

NAME	ADDRESS	TEL OR EMAIL
Nell Graham	2305 S Grandview Ave Tempe, AZ 85282	
Em. J. Gordon	2327 S. Grandview Ave. 85282	
T. Amy Thompson	2355 S. Grandview Ave 85282	
Maria Mastelli	2324 S. Forest Ave 85282	
James R. Jones	2325 S. Forest Ave Tempe 85282	
Hiroko Hashimoto	2306 S. Forest Ave, Tempe, 85282	

OPPOSE BUS on COLLEGE

Safety issues

NAME	ADDRESS	TEL OR EMAIL
THOMAS GREAVES	407 E. LOMA VISTA DR TEMPE 85282	(602) 858-9602
DAVE JUNT	25 E FIESTA DR	480 633 1257
Ted Nelson	19 E. Fiesta Dr	(517) 902-3979
JOSEPH WILKINSON	18 E. BISHOP	TEMPE
SHARON WILKINSON	18 E BISHOP	TEMPE
IRENE ORTON	8501 S. FOREST AVE	TEMPE
DREW HALL	8625 S. COLLEGE	TEMPE
LISA HALL	8625 S. COLLEGE	TEMPE

signed

signed

signed

signed

signed



TO: Greg Jordan, Transit Administrator
City of Tempe
20 E. 3rd Street
3rd floor
Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned:

Name (Print)	Signature	Address	Phone No.	Email Address
Kimberly Blumhagen	<i>Kimberly Blumhagen</i>	2527 S. Myrtle	480-328-8773	blumhagen@cox.net
Theresa O'Brien	<i>Theresa O'Brien</i>	2527 S. Myrtle	480-328-8773	thobrien@cox.net
John W. Ryan	<i>John W. Ryan</i>	2525 S. Myrtle	480-824-8224	jwryan@cox.net
Bertie E. Roman	<i>Bertie E. Roman</i>	2041 N. S. Community	480-767-0746	br@cox.net
Andrea Rocha	<i>Andrea Rocha</i>	2527 S. Grandview		
E. Aykut Dencel	<i>E. Aykut Dencel</i>	2527 S. Grandview	TEMPE	
Donglin Xia	<i>Donglin Xia</i>	1115 E. Lemon St.	TEMPE	
Ling Zhou	<i>Ling Zhou</i>	1115 E. Lemon St.	"	
Hailin Onus	<i>Hailin Onus</i>	905 S. Hacienda	TEMPE	
Nanis Hall	<i>Nanis Hall</i>	1127 E. Sunburst	"	
Bobby Hall	<i>Bobby Hall</i>	1127 E. Sunburst	"	
Beverly Voyles	<i>Beverly Voyles</i>	2019 LA Oroya Dr.	"	
Kenneth Voyles	<i>Kenneth Voyles</i>	2019 LA Oroya Dr.	"	
Norene Thomas	<i>Norene Thomas</i>	183 E. Loma Vista	"	
Irene Ortiz	<i>Irene Ortiz</i>	2511 S. Forest	"	

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Phone No. or e-mail Address:

[illegible]

13 DASH SHEET OPPOSE BUS ON COLLEGE AND LA JOLLA

Name (Print)

Address

Phone No. or Email Address

176	MIKE CAMPBELL	32 E. PEBBLE BEACH	
177	JOE CACOUNCEL	15 E. PEBBLE BEACH DR.	Tempe AZ
178	WILMA PETERS	312 E. HERMOSA DR.	Tempe AZ
179	Janice Smith	158 E. SANTA CRUZ	TEMPE, AZ
180	Dorinda Smith	158 E. SANTA CRUZ	TEMPE, AZ
181	GAIL PICKINGTON	105 E. Hermosa Dr.	Tempe, AZ
182	WILL ESTRODA	327 E. La Jolla Dr.	Tempe AZ
183	Bill Boettcher	531 E. La Jolla	Tempe AZ
184	Greg Kefka	535 E. La Jolla dr.	Tempe AZ
185	Kenie Bird	525 E. La Jolla dr.	Tempe AZ
186	Michael Winters	542 E. La Jolla	Tempe AZ
187	Scott Piter	342 E. LAJOLLA	Tempe AZ
188	Ray Mule	542 E. LAJOLLA	Tempe AZ

OPPOSE BUS ON COLLEGE

Name (Print)	Address	Phone No. or Email Address
DAVE HUNT	104 E. VISTA DEL CERRO TEMPE, ARIZONA	480-218-2185
MISSY KEAST	122 E. 15th St, Tempe 85281	480-968-7669
DAVID VICTORSON		
Wendell Correa	388 E 4th St Tempe, AZ 85281	480-968-8888
Steve Spitzke	301 B 14th St, Tempe, AZ 85281	480-968-8888
PHIL DUNHUE	124 E 14th ST TEMPE ARIZ	
JOSS ROGERS	188 E VISTA DEL CERRO	480-968-2037
Harold Heister	172 E VISTA DEL CERRO	480-968-1227
John LaFare	152 E. Vista del Cerro Dr.	480-968-8468
Phyllis	130 E. Vista del Cerro Dr.	480-968-7980
Patty Tolson-Gonzalez	120 Vista del Cerro Tempe, AZ 85281	480-967-1413
Beverly Blaine	28 E. Fairmont Dr.	480-968-4239
Thomas Martin	137 E. Vista Del Cerro Dr.	602-758-4480
Ziva Weinstein	152 E. Bowtie Way	704-275-6144
HAL ROSEN	159 E. Bowtie Way	

OPPOSE BUS ON COLLEGE

Name (Print)	Address	Phone No. or Email Address
378 Phyllis Malone	414 E. Bishop	480-966-5093
379 Melody Dickson	501 E. Bishop Dr.	480-736-8707
380 CAROL ANN ENAMORE	505 E. Bishop Dr.	480-256-2142
381 DAVID DIETZ	611 E. Bishop Dr.	480-466-9875
382 DAVID SCHMIDT	619 E. Bishop Dr.	480-894-0090
383 V.G. STANIS	PRESIDENTIAL ESTATES BUILDING HOUSES ON CONVENT AT NEW STREET NEAR COLLEGE	
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TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
161. ILANA NAUS	<i>Ilana Naus</i>	12175 S. LARKIN DR. TEMPE, AZ 85284	480.353.853	n/a
162. G. CAMPBELL	<i>G. Campbell</i>	1510 E. MARICOPA DR. TEMPE, AZ 85284	480.231-1626	7/1/02
163. SANDRA TIGON	<i>Sandra Tigon</i>	131 E. COCT ROAD TEMPE, AZ 85284	480.851-0832	n/a
164. RANDY RINDLER	<i>Randy Rindler</i>	1309 S. DEER LANE TEMPE, AZ 85284	480.491-853	n/a
165. JIM CAMPBELL	<i>Jim Campbell</i>		480.296-9787	4/1/02
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167.				
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171.				
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OPPOSE BUS ON COLLEGE

Name (Print)	Address	Phone No. or Email Address
376 BARRY REONOMO	141 E BOONIA WAY	FOUR244@HOTMAIL.COM
377 DONNA CHRISTY	2323 S College #3	WHAIR.DONNA@OUTLOOK.COM
378 AL ROSSI	2309 S. College, #17	arossi@V5recruiting.com
379 JEFFREY TRIVINO	2309 S College #13	
380 JANE E. LEYENS	2301 S College	
381 JAMES R. JONSTAD	2301 S College	
382 JAMI N. WILLIAMS	225 E. Fairmont Dr.	CELL #11201217-9637 Jami1968@hotmail.com
383 BEN WILLIAMS	225 E Fairmont Dr	HW. 012-7789
384 HARRY R. KATZELMAN	231 F Fairmont Dr	480 967 8460
385 BARBARA N. WELLMAN	644 E. Redding Dr.	480-916 CR 71055-
386 JOHN D. MITCHELL	606 E. Bishop Dr.	480-829-1603
387 ROLLIN C. MITCHELL	606 E. Bishop Dr.	480-829-1603
388 ELLEN LOVERING	576 E. Bishop Dr	602 692-7003
389 GREGORY KUTING	518 E Bishop Dr	480 292-7497
390 MARION BUTING	518 E Bishop Dr	480 292-7497



TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281

We, the undersigned, are in opposition to routing the "neighborhood circulator" along College. We feel this would cause traffic congestion, be dangerous, lower the quality of life in our neighborhood and hurt property values.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
199 KATE BOUNDREN	<i>Kate Boundren</i>	2041 S. Hymnwood Dr Tempe AZ 85282	N/A	404-073-0101 kboundren@comcast.net
199 MARGARET KALISAY	<i>Margaret Kalisay</i>	1007 E. Westway Dr	480-967-5644	
199 ELIZABETH HICK	<i>Elizabeth Hick</i>	587 E. La Palina		
199 WENDY JUNG	<i>Wendy Jung</i>	4477 E. Westway Dr. N/A.		
200 DANNY MICH	<i>Danny Mich</i>	1418 S. CRENSHAW DR. 480-967-4173		
200 SUREN AGARWAL	<i>Suren Agarwal</i>	1730 E. CRENSHAW DR. N/A		
200 BRADLEY KOPPEL	<i>Bradley Koppel</i>	4017 E. ALAMEDA 480-967-0053		
200 U. J. ROSE	<i>U. J. Rose</i>	4-27 E. ALAMEDA 480-1987-0025		
200 JACQUELINE HARRISON	<i>Jacqueline Harrison</i>	428 E. ALAMEDA 480-967-3246		
200 PAULA STEEN	<i>Paula Steen</i>	433 E. ALAMEDA 480-967-9353		
200 LYNDIA SASSIE	<i>Lyndia Sassie</i>	2110 E. PALMWOOD 480-967-7499		
200 VONNELL GUNS	<i>Vonnell Guns</i>	200 E. PALMWOOD 480-967-7499		
200 CHARLOTTE HARRISON	<i>Charlotte Harrison</i>	200 E. PALMWOOD 480-967-7499		
200 CARLY THOMPSON	<i>Carly Thompson</i>	200 E. PALMWOOD 480-967-7499		
200 ANDREW BOWLES	<i>Andrew Bowles</i>	2316 E. PALMWOOD 480-215-7510		

mail 2) John Rieck 2525 S. Myrtle 85282
10000 S. Castle

mail 3) Robert Rieck 2525 S. Myrtle 85282

mail 3) Greg Jackson 12 E. Concorda Dr.

mail 4) M. DeLoe-Labbe 140 E. Santa Cruz 85282

(known to John) signed petition

mail 5) Wade Swanson 108 E. Loma Vista Drive

mail 6) Jennifer Swanson 108 E. Loma Vista Drive

mail 7) Dave Mitchell 117 E. Loma Vista

mail 8) Judy Mitchell "

mail 9) Margorie Lightfoot 2063 E. Cielo Dr. 85282

mail 10) Evelyn Parker 2512 S. Myrtle

mail 11) Captain Shuley 2512 S. Forest

mail 12) Ron Shuley 2512 S. Forest

mail 13) Dennis Hughes 116 E. Concorda

mail 14) John Hughes 116 E. Concorda

15) Rickie Strange 18 E. Redondo

16) Maureen Strange 18 E. Redondo

4/26
added 15
to total 45 total

Marilly

TO: Greg Jordan, Transit Administrator

City of Tempe

20 E. 6th Street

3rd floor

Tempe, AZ 85281



Not on College

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and wheelchairs and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
181) Maria Bandiera	<i>[Signature]</i>	1940 S. Elan Ave	480-697-6113	
182) Devin Davis	<i>[Signature]</i>	242 S. Basile Ave #115	480-397-7420	
183) William Cavallaro	<i>[Signature]</i>	237 S. Basile Ave	480-521-1160	
184) Ian Albrecht	<i>[Signature]</i>	5101 S. Hill L	480-282-8373	jack-mil-hin.1@jabba.com
185) Dee Flanagan	<i>[Signature]</i>	303 W. Carter	480-251-0868	
186) Danielle Diller	<i>[Signature]</i>	100 S. Farmer Ave #2	480-277-6015	
187) Michael Echarria	<i>[Signature]</i>	1814 S. River Dr.	480-325-8071	
188) Shane Wright	<i>[Signature]</i>	1031 E. Lemon St #31	480-850-1859	
189) Sam Mabeed	<i>[Signature]</i>	1716 E. Camelback Dr	480-209-2473	
190) [Name obscured]	<i>[Signature]</i>	1021 S. Camelback	736-493-0249	
191) Rodney Lustig	<i>[Signature]</i>	2127 S. Camelback Dr #768	480-797-9076	
192) Kathryn Hopkins	<i>[Signature]</i>	6133 S. Pinal Ave	480-820-2293	Capella1919@gmail.com
193) Martin Rucko	<i>[Signature]</i>	1033 E. Santa Rosa Dr	480-820-3295	
194) Roxanne Jennings	<i>[Signature]</i>	828 W. Santa Rosa Dr	480-227-3605	
195) Richard Connors	<i>[Signature]</i>	570 E. Camelback Dr #C	480-272-0713	

TO: Glen Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281



Not on College

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to buses, children and wheelchair and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

Tim Lindstrom

Name (Print)	Signature	Address	Phone No.	Email Address
16) John Shuler	<i>John Shuler</i>	1522C Saracen Ave Tempe	480-620-1021	John.Shuler@asu.edu
17) Kristina Pinyan	<i>Kristina Pinyan</i>	1717 S. Encanto North	480-205-6209	
18) Renee Ray	<i>Renee Ray</i>	1841 W Encanto Ave	480-620-1018	reneeray@asu.edu
19) [Name obscured]	<i>[Signature]</i>	1911 E. PUEBLO DR.	602-791-1505	tim.lindstrom@asu.edu
20) [Name obscured]	<i>[Signature]</i>	2010 E. 4th St Tempe	480-821-0514	tim.lindstrom@asu.edu
21) [Name obscured]	<i>[Signature]</i>	1700 S. College Ave Tempe	480-375-8492	tim.lindstrom@asu.edu
22)				
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Not on College

TO: Greg Jordan, Tempe Administration
City of Tempe
20 L. 6th Street
2nd floor
Tempe, AZ 85281

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikers, children and wheelchair and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
1) A. Baerwald	A. Baerwald	2105 E. Bayshore Dr	945-3851	
2) Jeff Austin	Jeff Austin	5627 S. Oaklawn	482-6055	
3) Tim Cullen	Tim Cullen	3011 W. W. Ave.		
4) Anne Jones	Anne K. Jones	17325th Perry Drive		
5) Kellie Boudreau	Kellie Boudreau	1732 E. Perry Dr		
6) Alan Nieren	Alan Nieren	Tempe	480-8323	
7) DARRICK HUNT	DARRICK HUNT	25 E. Foothill Dr		
8) David Babcock	David Babcock	1225 E. Si Anjo Ave	U.L.	
9) Bill Wolter	Bill Wolter	2717 N. Fort St		
10) Ravi Arora	Ravi Arora	2096 S. Homestead	520-855-5391	
11) Serrano Villa	Serrano Villa	2527 S. Maplehurst Dr	480-844-7446	
12) Luis G. Garcia	Luis G. Garcia	1003 E. 9th St	482-877-7213	
13) Lauren Kuehn	Lauren Kuehn	160 E. Loma Vista Dr	480-360-1423	
14) Paul Boudreau	Paul Boudreau	1946 E. Oakfield	480-666-8540	
15) Travis Ruediger	Travis Ruediger	2425 E. Wenden Dr	940-214-5177	

City of Tempe
29 E. 6th Street

Not on College
Service

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and wheelchair and cause traffic congestion. College is the most used thru in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely, [Signature] 1522 G. CONNER ST. 85281 Tempe, AZ 85283 James + Mary Clarke

The University of

4.5.14 $C_{\text{eff}}^{\text{eff}}$

Name (Print) _____

Name (Print)	Signature	Address	Phone No.	E-mail Address
121) VANESSA CERNET	<i>[Signature]</i>	1825 WEST PRAIRIE AVE	608-235-1057	vanessa.cern@att.net
122) Brian Cooley	<i>[Signature]</i>	7100 E. Southw. Ave.	602-691-1574	
123) Sarah Strauss	<i>[Signature]</i>	8645 S. 9th St., #3	608-437-1138	
124) Owen Naiman	<i>[Signature]</i>	5501 S. Mitchell Dr. #103	608-204-7880	
125) Kristin Davis	<i>[Signature]</i>	2407 E. Aspen, Tampa	602-665-7153	
126) Robert Carlson	<i>[Signature]</i>	6897 E. 6th Ave	480-798-5943	
127) Karl E. Howe	<i>[Signature]</i>	2048 E. 68th Dr.	480-458-0534	karl@shaw.com
128) David S. Winkler	<i>[Signature]</i>	1237 W. Arroyo Ln	480-257-8021	david@shaw.com
129) John Winkler	<i>[Signature]</i>	1304 E. 6th St.	602-805-1411	Tracy@shaw.com
130) Megan Winkler	<i>[Signature]</i>	2401 W. Kankakee	480-612-9149	Megan@shaw.com
131) Paul Webster	<i>[Signature]</i>	932 E. Leonard	608-241-0091	
132) Paul Webster	<i>[Signature]</i>	480 S. East Ave.	480-734-1305	paul@shaw.com
133) Eric Winkler	<i>[Signature]</i>	480 S. East Ave.	602-245-5177	
134) (2nd floor)	<i>[Signature]</i>	203 S. State Street Dr.	480-916-1485	
135) Leah L. L...	<i>[Signature]</i>	1507 E. University Ave.	602-303-0911	
136) Mark L. L...	<i>[Signature]</i>	2115 E. Madison	480-538-7528	
137) (2nd floor)	<i>[Signature]</i>	2500 E. 8th St.	480-699-7250	

140 Pol. Prosser,
Cheryl Gloria
Amber Wadley
Daniel Adams
Chris W. Caldwell
Linda Kay Lewis
Marilyn L. Cunningham

Pat. Francisco
Cristina B. B. B.
Cristina B. B.
Daniel Adams
Cristina B. B. B.
Patricia Kay Lewis
Marilyn L. Cunningham

2507 E. Mirada Dr., 85060-480-831-0314
2426. N. W. Blvd. Tampa 85200-480-9160-2353
1051 S. Dobson Rd #8, 85060-480-2341-2295
2023 W. Guadalupe Rd 3036-23-4215
1987 E. Los Perros Drive 480-800-2972
4038 E. Wadsworth St 480-893-8717
1205 E. Wadsworth Rd 480-893-8717

TO: Greg Jordan, Transit Administrator

City of Tempe

20 E. 8th Street

3rd floor

Tempe, AZ 85281

(10)



Not on College

We are opposed to routing the "neighborhood circulator" (nexus) along College. It would be dangerous to bikes, children and wheelchairs and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
104 Dan K. Korman	<i>[Signature]</i>	5415 E. Camelback Rd.	602-444-5572	dan.korman@cityoftempe.gov
105 Steve Beninger	<i>[Signature]</i>			
106 Chris Wooten	<i>[Signature]</i>	2057 E. Bellvue Dr.	(602) 550-7921	beninger@tempe.gov
107 Carolee Peaback	<i>[Signature]</i>	415 E. Minton Dr.	(602) 616-8460	carolee@peaback.com
108 Robin Bartel	<i>[Signature]</i>	1901 S. Forest Ave.	480/326-7670	
109 Matt Bracken	<i>[Signature]</i>	5102 S. Alhambra Dr.	480-831-1511	bracken@bracken.com
110 David Dwyer	<i>[Signature]</i>	1511 W. Sunset St.	480/298-7217	dwyer@dwyer.com
111 Wade Kest	<i>[Signature]</i>	11551 E. Camelback Rd.	480-228-1500	kest@kest.com
112 Mark P. Pashy	<i>[Signature]</i>	1024 E. Camelback Dr.	480-771-2946	
113 Erin Eukelstein	<i>[Signature]</i>	801 E. Camelback Dr.	205-850-6093	erik@eukelstein.com
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TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281



Northern Arizona University
 Northern Arizona University

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and joggers and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Future Address
190) Vince Moline	<i>Vince Moline</i>	1115 E. Camelback Rd.	602-968-8417	
191) Brett Crowther	<i>Brett Crowther</i>	501 W. LARSEN	480-307-0448	
198) LIT MINS MOONBY	<i>LIT MINS MOONBY</i>	3116 S. MIDWAY	480-385-1917	578 E. ANGLIA RD. GUTHRIE, CO
199) MICHAEL H. RAINES	<i>MICHAEL H. RAINES</i>	2158 S. D. CARROLL	602-822-1124	
200) Yvette Dell	<i>Yvette Dell</i>	6517 E. LINDA AVE GUTHRIE, CO	480-832-6080	
201) Todd Schofield	<i>Todd Schofield</i>	PO Box 1131 Tempe AZ	602-306-4492	7000 E. 1st Ave
202) Ben Sanders	<i>Ben Sanders</i>	723 E. Grande Dr.	480-968-7099	
203) William Kuba	<i>William Kuba</i>	2607 S. Pima Vista Ct	610-202-2100	
204) Jennifer Cohen	<i>Jennifer Cohen</i>	115 W. Broadway	480-204-4455	
205) Carson Ben	<i>Carson Ben</i>	805 E. 1st St. Tempe	480-608-1435	
206) Kevin Wright	<i>Kevin Wright</i>	131 E. Fremont	480-831-7613	
207) Andrew Maher	<i>Andrew Maher</i>	1350 W. Grand	480-465-1970	480 E. 1st St. Tempe
208) Michelle Korman	<i>Michelle Korman</i>	3127 N. Alhambra	480-415-2052	
209)				
210)				



TO: Greg Jordan, Transit Administrator
 City of Tempe
 29 E. 6th Street
 3rd floor
 Tempe, AZ 85281

Not on College

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and wheelchair and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
151: Charlie Jennings		7516 E. Iron Ave Mesa	602 931 0598	charliebrain@gmail.com
152: Joel Clegan		1004 S. Mill Ave Tempe	480 967 7700	
153: Fred Fornworth		14813 S. 8 th St	480 460 4887	fred.fornworth@comcast.net
154: Gregory S. Anderson		1602 S. Mill Road, apt 1004	480 217 4311	greganderson@comcast.net
155: Douglas Casanova		2332 E. McDowell Rd PH 216	480 704 4727	
156: Nathan Marshall		16654 S. 21 st St	480 570 7004	
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TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 L. 60 Street
 3rd floor
 Tempe, AZ 85281



We are opposed to routing the "neighborhood circulator buses" along College. It won't be dangerous to bikes, children and wheelchairs and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
253) RYAN W. PADGETT	<i>[Signature]</i>	1006 F. F. BARTER RD. 955 N. F. F. B. AVE. TEMPE, AZ 85281	480-265-2228	
257) Robert J. Barker	<i>[Signature]</i>	13201 S. WILSON CUP PHOENIX, AZ		
258) Steven Kielman	<i>[Signature]</i>	1933 E. VAUGHN TOWN RD. TEMPE, AZ	480-534-9502	esales@levelis.com
259) Dave Kuhlman	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-265-2228	esales@levelis.com
260) JASON AMMER	<i>[Signature]</i>	3032 E. LINCOLN RD. PHOENIX, AZ	602-276-5755	
261) Stanley Bruden	<i>[Signature]</i>	3232 E. LINCOLN RD. PHOENIX, AZ	602-276-5755	
262) Henry D. Dandley	<i>[Signature]</i>	2207 S. WILSON CUP PHOENIX, AZ	480-534-9502	
263) William King Robinson	<i>[Signature]</i>	5105 N. CROOK ST. PHOENIX, AZ	480-265-2228	
264) Kara Ripdell	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
265) Erik Kuhlman	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
266) Ellen Kennedy	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
267) Jay Kennedy	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
268) Sean Trester	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
269) John Kennedy	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	
270) Greg C. Williams	<i>[Signature]</i>	1024 F. F. BARTER RD. TEMPE, AZ	480-534-9502	

TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 E. 6th Street
 3rd floor
 Tempe, AZ 85281



Not on College

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to offices, children and wheelchair users and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
214 Valerie Haneson	<i>Valerie Haneson</i>	9135 E. Redfield	857-0165	valhane@comcast.net
212 Carl Haneson	<i>Carl Haneson</i>	935 E. Redfield	839-0165	carlhane@comcast.net
213 Mike Brown	<i>Mike Brown</i>	1750 S. Price	602-696-5837	mike.brown@psu.edu
210 Brook Smith	<i>Brook Smith</i>	120 E. Santa Clara	(602) 578 8766	brook.smith@comcast.net
215 Debra Carpenter	<i>Debra Carpenter</i>	1914 E. Del Sol Dr.	(602) 719 0616	
216 Greg DeCoti	<i>Greg DeCoti</i>	4634 E. La Puente	(480) 493-3840	greg.decoti@comcast.net
217 Linda Winkler	<i>Linda Winkler</i>	3414 S. Winkler	833 7799	
218 Mary Haneson	<i>Mary Haneson</i>			
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Not on College
Not on College

TO: Greg Iovino, Fiscal Administrator
City of Tempe
20 E. 9th Street
3rd Floor
Tempe, AZ 85281

We are opposed to routing the "Neighborhood Circulator buses" along College. It would be dangerous to buses, children and pedestrians and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
136) Pamela Jones	<i>Pamela Jones</i>	940 W. Camelback Rd.	480-945-9416	
137) Scott Jones	<i>Scott Jones</i>	940 W. Camelback Rd.	480-945-9416	
138) Billy Drake	<i>Billy Drake</i>	1600 W. Camelback Rd.	480-327-7885	
139) LARRY HODMAN	<i>Larry Hodman</i>	2558 W. Camelback Rd.	602-244-5820	
140) Paul Bosch	<i>Paul Bosch</i>	16216 S. 43rd St. Phoenix	480-893-3573	
141) MARIE WADSWORTH	<i>Marie Wadsworth</i>	1987 E. Los Arboles	480-444-8877	
142) Jose Rodriguez	<i>Jose Rodriguez</i>	13820 S. 44th St.	480-625-1323	
143) Mike Miller	<i>Mike Miller</i>	920 E. McDowell Ave.	602-803-4922	
144) Mike Miller	<i>Mike Miller</i>	905 N. Scott Ave.	480-242-5147	
145) Hugo Gonzalez	<i>Hugo Gonzalez</i>	1918 W. Camelback Rd.	480-523-8420	
146)				
147)				
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150)				

200 L. 6th Street
3rd floor
Tempe, AZ 85283

1000 N. 10th St. - NE BUSSES



Not on College

We are opposed to creating the "neighborhood circulator buses" along College. It would be dangerous to bikes, children are responsible and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Student?

The undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
270 Andrew Ogata	<i>[Signature]</i>	3164 E Fountain St	480/388-1945	a.gonzalez@yahoo
271 John Castro	<i>[Signature]</i>	3164 E Fountain St	480-388-1945	Yang@joomla.org
272 Thomas S. Boase	<i>[Signature]</i>	1819 S. Torie Holmes	480-251-5013	
273 Kerrie Porter Brice	<i>[Signature]</i>	1819 S. Torie Holmes	480-251-5013	dean@kai.com
274 Dennis Edlerer	<i>[Signature]</i>	1176 Oak St	480-968-4957	dedlerer@aol.com
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TO: Greg Jordan, Transit Administrator
City of Tempe
20 E. 6th Street
3rd floor
Tempe, AZ 85281



Net on College

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children, and wheelchair users and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
67 Melissa Sanchez	<i>[Signature]</i>	1500 E 2nd St, Mesa, AZ 85205	480-338-5161	65447122@Yahoo
68 Henry M. Stevens	<i>[Signature]</i>	192 E. Vista del Cerro, Tempe, AZ 85281	480-965-3605	henry.stevens@gmail.com
69 Luis Miranda, Jr	<i>[Signature]</i>	53703 S. San Miguel, Mesa, AZ 85206	480-700-3280	luis.miranda@gmail.com
69 Henry Leffler	<i>[Signature]</i>	4444 W. Villa Linda Dr, Mesa, AZ 85206	480-285-6726	henryleffler@yahoo.com
69 Edward Weidie	<i>[Signature]</i>	16403 N. Old Colony, Mesa, AZ 85204	480-219-9776	edwardweidie@gmail.com
69 Leilani Jay	<i>[Signature]</i>	244 W. 9th St, Mesa, AZ 85201	480-969-5211	leilani.jay@asu.edu
69 Shane Hunt	<i>[Signature]</i>	9005 S. 48th Street, Phoenix, AZ 85044		shane.hunt@gmail.com
69 Alvaro M. B. B.	<i>[Signature]</i>	1115 E. Phoenix Blvd, Phoenix, AZ 85044	602-969-7253	alvaro.m.b.b@gmail.com
69 James B. B.	<i>[Signature]</i>	322 E. Camelback Rd, Phoenix, AZ 85012	602-969-7253	james.b.b.b@gmail.com
70 David Burgess	<i>[Signature]</i>	3533 E. McDowell, Gilbert, AZ 85234	(480) 361-7313	david.burgess@gmail.com
70 Bernard L. B.	<i>[Signature]</i>	4105 W. E. Ave, Mesa, AZ 85206	480-285-6726	bernard.l.b@gmail.com
70 Josh Cole	<i>[Signature]</i>	2559 W. University Dr, #2799, Mesa, AZ 85201	(480) 313-7071	joshua.m.cole@hotmail.com
70 Thomas J. B.	<i>[Signature]</i>	25 E. University Dr, Tempe, AZ 85281		
70				
70				

Sincerely,

Name (Print)	Signature	Address	Phone No.	Email Address
721) Dredia Neubauer	<i>Dredia Neubauer</i>	1731 S. Pease Dr.	480 740-2557	neubauerdredia@yahoo.com
722) Heather Pierce	<i>H. Pierce</i>	3910 N. Lakeside Dr.	480 543-8405	heatherpierce@comcast.net
723) Linda Betts	<i>Linda Betts</i>	2312 W. Colt Rd.	480-219-3629	
724) Maryanne Purvis	<i>Maryanne Purvis</i>	2110 N. W. 11th St. W.	480-761-0371	oakland, Calif. NW 5315W
725) Cheryl Hillard	<i>Cheryl Hillard</i>	6903 S. Twp. Pl	480 845-2631	cherylhillard@earthlink.net
726) Sheryl Patterson	<i>Sheryl Patterson</i>	6604 S. Twp. Rd. S.	480 349-138	Sheryl Patterson, WA 98006

Name (Print)	Signature	Address	Phone No.	Email Address
271 Brenda Neubauer	Brenda Neubauer	1730 S. Bacon Dr.	480-726-2581	bneubau@bbs-schmied.com
272 Heather Grosscup	H. N. Grosscup	3910 N. Lakeside Dr.	480-598-8405	hgrosscup@bbs-schmied.com
273 Linda Betts	Linda Betts	2212 W. Cott Rd.	480-219-3629	
274 Nancy Durbin	Nancy Durbin	2122 W. Wister Way	480-701-0371	ncdurbin@bbs-schmied.com
275 Janet Wilcox	Janet Wilcox	6963 S. Topaz Pl	480-845-2181	janetwilcox@bbs-schmied.com
276 Julie Patterson	Julie Patterson	6849 S. Tamar St	480-348-1388	jpatterson@bbs-schmied.com
277 Valorie Harrison	Valorie Harrison	4320 E. Greenfield Dr	480-820-4717	
278 Michael Harrison	Michael Harrison	2622 E. Seelye Pl	310-943-4845	
279 Greg Canyon	Greg Canyon	3022 E. Seelye Pl	310-943-4845	
280 Alison Harris	Alison Harris	15835 S. 1st Ave	480-480-8237	aharris@bbs-schmied.com
281 Ernest Ramirez	Ernest Ramirez	17842 S. 5th Way	480-410-9791	
282 Allyn Rodriguez	Allyn Rodriguez	2674 N. Ellis St	480-963-3481	
283 Lori Nelson	Lori Nelson	955 W. Nadeso Ave	480-752-7010	
284 Keith Nelson	Keith Nelson	955 W. Nadeso Ave	480-752-7010	

TO: Greg Jordan, Transit Administrator
 City of Tempe
 20 F. 4th Street
 3rd floor
 Tempe, AZ 85281



AGAINST THE BUSES

We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and wheelchair and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Sincerely,

The Undersigned

Name (Print)	Signature	Address	Phone No.	Email Address
229) S. Traynor	<i>Susan Traynor</i>	1525 S. Bishop	480-946-7315	
230)				
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411 E. 6th Street
3rd floor
Tempe, AZ 85281

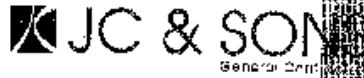


We are opposed to routing the "neighborhood circulator buses" along College. It would be dangerous to bikes, children and wheelchair and cause traffic congestion. College is the most used bike path in Tempe. We want to preserve segregated, safe, bike lanes.

Respectfully,

He L. H. H. H. H.

Name (Print)	Signature	Address	Phone No.	Email Address
1) Don Carter		1779 E. Erie	480-847-6857	
2)				
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April 24, 2007

Mayor Hallman,
Council Members,
City of Tempe

Mayor Hallman and Council members,

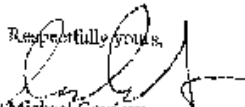
We are presently in the process of building 8 homes on the property at the corner of College and Broadmor. Our architectural designs are complete and we hope to start construction on the first two homes shortly.

Following the purchase of the property last year we installed a sign on the property to provide us with demographics as to what those interested in living at this location would be interested in. For the most part the callers identified their desire for at least 4 bedroom homes. Most of the callers commented on the desirability of the schools in the area. This led us to believe our appeal would be mostly to homes where there are children. Some of our floor plans have been designed to accommodate larger families.

It would seem to us the bus line might present a safety hazard. Particularly to those who ride bikes to school as it appears the bus would need to pull to the curb thus obstructing the bike path.

Given the above, we are not in favor of the "neighborhood circulator" buses addition.

Respectfully yours,


Michael Carlovane
President

